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DC Min Alt#3 - 5
DC Min TO#3 - 9
DCA - 24
IAD - 46

DC Mins - Alternates #3 - 5
DC Mins - Take-Off #3 - 9
WASHINGTON DCA - 24
WASHINGTON IAD - 46

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD

PHILLIPS AAF (KAPG) **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA

VIRGINIA HIGHLANDS **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1200-2; Category C,D 1200-3.

MARTIN STATE **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE**ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL **ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2
VOR Rwy 20[1]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

DUBLIN, VA

NEW RIVER VALLEY **VOR or GPS-A**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

EASTON, MD

EASTON/
NEWNAM FIELD **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

EMPORIA, VA

EMPORIA-
GREENSVILLE RGNL **RNAV (GPS) Rwy 15**
NA when local weather not available.

FARMVILLE, VA

FARMVILLE RGNL **NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2¼.

FELKER AAF (KFAF)

FORT EUSTIS, VA..... ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD

TIPTON **RNAV (GPS) Rwy 28**
NA when local weather not available.

FREDERICK, MD

FREDERICK MUNI **RNAV (GPS) Rwy 5[1][2]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD

MONTGOMERY COUNTY
AIRPARK **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA

TWIN COUNTY **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE

SUSSEX COUNTY **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA

INGALLS FIELD **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

LEESBURG, VA

LEESBURG EXECUTIVE **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

LEONARDTOWN, MD

ST. MARY'S COUNTY
RGNL **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA

LOUISA COUNTY/
FREEMAN FIELD **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA

LYNCHBURG RGNL/PRESTON GLENN
FIELD **ILS or LOC Rwy 4[1][2]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA

MANASSAS RGNL/HARRY P DAVIS
FIELD **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

MARTINSVILLE, VA

BLUE RIDGE **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA

ACCOMACK COUNTY **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE

SUMMIT **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA

RICHMOND INTL **ILS or LOC Rwy 16**
ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

NAME ALTERNATE MINIMUMS

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]
NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]
[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7
NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY **VOR/DME or TACAN Rwy 10**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

WASHINGTON, DC

WASHINGTON
DULLES INTL **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

WESTMINSTER, MD

CARROLL COUNTY RGNL/
JACK B POAGE FIELD ... **RNAV (GPS) Rwy 34**

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 1[23]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE,VA

LONESOME PINE **LOC/DME Rwy 24[12]**
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)
AMDT 2 10126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2¼ w/ min. climb of 280'/NM to 3900, or std. w/ min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions. **Rwy 33**, 800-2½ w/ min. climb of 390'/NM to 5000, or std. w/ min. climb of 522'/NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course. **Rwy 33,** climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

NOTE: **Rwy 15,** vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL. Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/ 1279' MSL. Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL. Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL. Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL. **Rwy 33,** trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL. Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)
AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)
AMDT 1 10098 (FAA)

NOTE: **Rwy 4,** trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL. Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL. Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL. Warehouse 313' from DER, on centerline, 75' AGL/495' MSL. Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL. Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL. **Rwy 22,** trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL. Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10154

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)
ORIG -A 10126 (FAA)

NOTE: **Rwy 5,** Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL. Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)
AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)
ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL (DAN)
AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. with a min. climb of 299' per NM to 900.

NOTE: **Rwy 2,** tree 1092' from DER, 8' left of centerline, 67' AGL/586' MSL. Tree 1524' from DER, 659' right of centerline, 67' AGL/606' MSL. **Rwy 13,** trees beginning 569' from DER, 300' right of centerline, up to 100' AGL/759' MSL. Trees beginning 680' from DER, 308' left of centerline, up to 65' AGL/604' MSL. **Rwy 20,** tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL. **Rwy 31,** hanger 395' from DER, 573' left of centerline, 23' AGL/602' MSL. Pole 1002' from DER, 375' left of centerline, 29' AGL/608' MSL. Antenna 1165' from DER, 416' left of centerline, 62' AGL/641' MSL. Trees beginning 1206' from DER, 287' left of centerline, up to 80' AGL/699' MSL. Trees beginning 2180' from DER, 632' right of centerline, up to 62' AGL/681' MSL.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)
AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)
ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)
AMDT 1 10154 (FAA)

NOTE: **Rwy 3,** trees beginning 64' from DER, 156' left of centerline, up to 77' AGL506' MSL. Trees beginning 149' from DER, 398' right of centerline, up to 93' AGL/502' MSL. **Rwy 21,** vehicle on road 97' from DER, 475' left of centerline, up to 15' AGL/422' MSL. Trees beginning 56' from DER, 21' right of centerline, up to 80' AGL/489' MSL. Trees beginning 553' from DER, 53' left of centerline, up to 55' AGL/491' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

..... Orig 07354

..... **Rwy 8**, 500-3*

* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.

TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE

LAUREL

DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.

NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.

NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD

ST. MARY'S COUNTY RGNL

NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

ORIG 08157 (FAA)

NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3

DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA

FALWELL

TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.

DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions. **Rwy 30**, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual condtions.

DEPARTURE PROCEDURE: **Rwy 12,** climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course. **Rwy 30,** for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

NOTE: **Rwy 12,** trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL. Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL. **Rwy 30,** trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL. Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL. Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL. Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL. Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 09351

TAKE-OFF OBSTACLES: **Rwy 5L,** Trees 115' MSL, 3706' from DER, 97' right of centerline. **Rwy 5R,** Trees 115' MSL, 3706' from DER, 603' left of centerline. **Rwy 14L,** Trees 105' MSL, 2792' from DER, 7' left of centerline. **Rwy 14R,** Trees 105' MSL, 2792' from DER, 708' left of centerline.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA
NEW KENT COUNTY (W96)
AMDT 1 10154 (FAA)
NOTE: **Rwy 10,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning at DER, left and right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA
TAZEWELL COUNTY
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.
DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA
CHESTERFIELD COUNTY
TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.
NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND, VA (CON'T)
RICHMOND INTL (RIC)
AMDT 1 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 200-1¼ or std. w/ min. climb of 230' per NM to 400, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
NOTE: **Rwy 2,** aircraft on surface beginning 3' from DER, 202' right of centerline, up to 65' AGL/232' MSL. Trees and bushes beginning 104' from DER, 223' left of centerline, up to 100' AGL/251' MSL. Trees beginning 2918' from DER, 367' right of centerline, up to 100' AGL/260' MSL. **Rwy 7,** trees beginning 1208' from DER, 798' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1347' from DER, 283' left of centerline, up to 100' AGL/259' MSL. **Rwy 20,** hangar 817' from DER, 665' right of centerline, 43' AGL/212' MSL. Trees beginning 2307' from DER, 1065' left of centerline, up to 100' AGL/235' MSL. Trees beginning 2645' from DER 759' right of centerline, up to 100' AGL/255' MSL. Pole 3226' from DER, 424' right of centerline, 79' AGL/248' MSL. **Rwy 25,** vehicles on road beginning 390' from DER, on centerline, up to 15' AGL/184' MSL. Train on railroad beginning 545' from DER, on centerline, up to 23' AGL/192' MSL. Tower 799' from DER, 562' left of centerline, 16' AGL/185' MSL. Trees beginning 2414' from DER, 285' right of centerline, up to 100' AGL/279' MSL. Multiple poles beginning 3056' from DER, 565' left of centerline, up to 83' AGL/252' MSL. Trees beginning 3176' from DER, 357' left of centerline, up to 100' AGL/269' MSL. **Rwy 34,** aircraft on surface beginning 12' from DER, 192' left of centerline, up to 65' AGL/230' MSL. Hangar and light pole beginning 1103' from DER, 732' left of centerline, up to 41' AGL/200' MSL. Trees beginning 2202' from DER, 1052' right of centerline, up to 100' AGL/232' MSL. Trees beginning 2689' from DER, 998' left of centerline, up to 100' AGL/237' MSL.

RICHMOND/ASHLAND, VA
HANOVER COUNTY MUNI (OFP)
ORIG 09239 (FAA)
NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD
RIDGELY AIRPARK
NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)
AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)
ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)
AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL. **Rwy 30,** trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)
ORIG 08157 (FAA)
NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD
TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.
NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.
NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

WILMINGTON, DE

NEW CASTLE
TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.
NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE
TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.
DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.
Rwy 24, climb on runway heading to 4500 before proceeding on course.

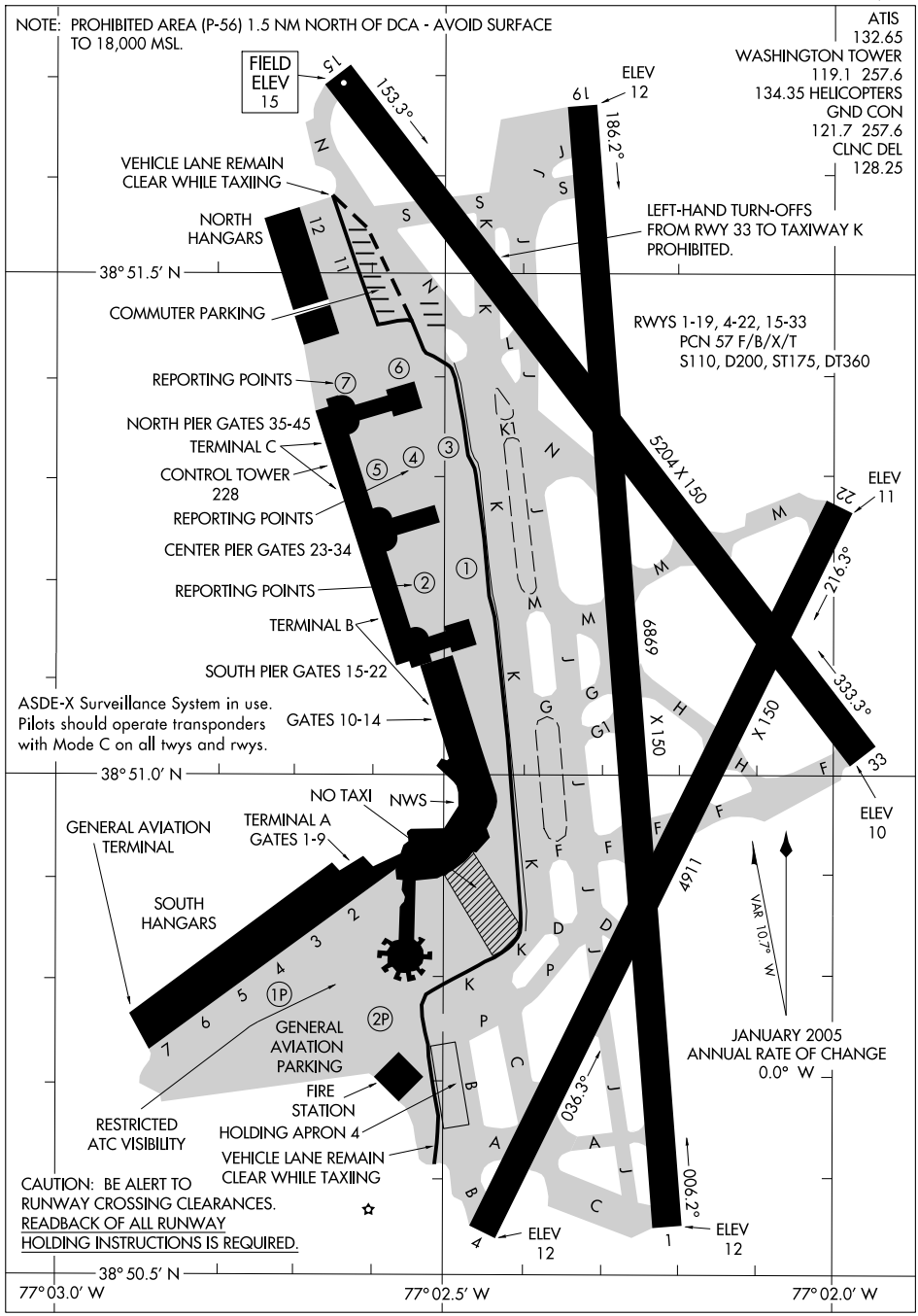
09351

AIRPORT DIAGRAM

WASHINGTON / RONALD REAGAN WASHINGTON NATIONAL (DCA)

AL-443 (FAA)

WASHINGTON, D.C.



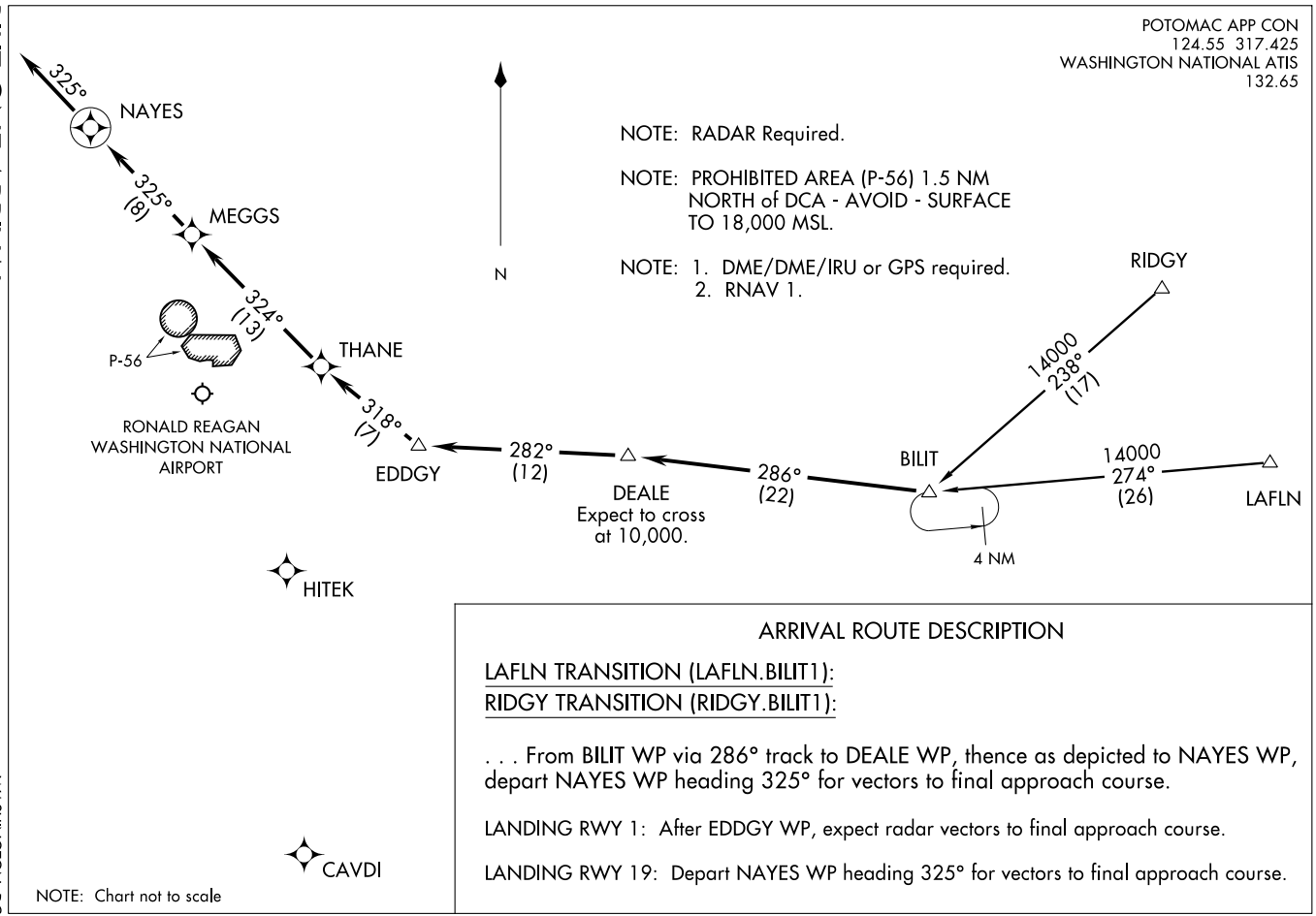
NE-3, 03 JUN 2010 to 01 JUL 2010

BILIT ONE ARRIVAL (RNAV)

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL

WASHINGTON, DC

POTOMAC APP CON
124.55 317.425
WASHINGTON NATIONAL ATIS
132.65



ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.BILIT1):
RIDGY TRANSITION (RIDGY.BILIT1):

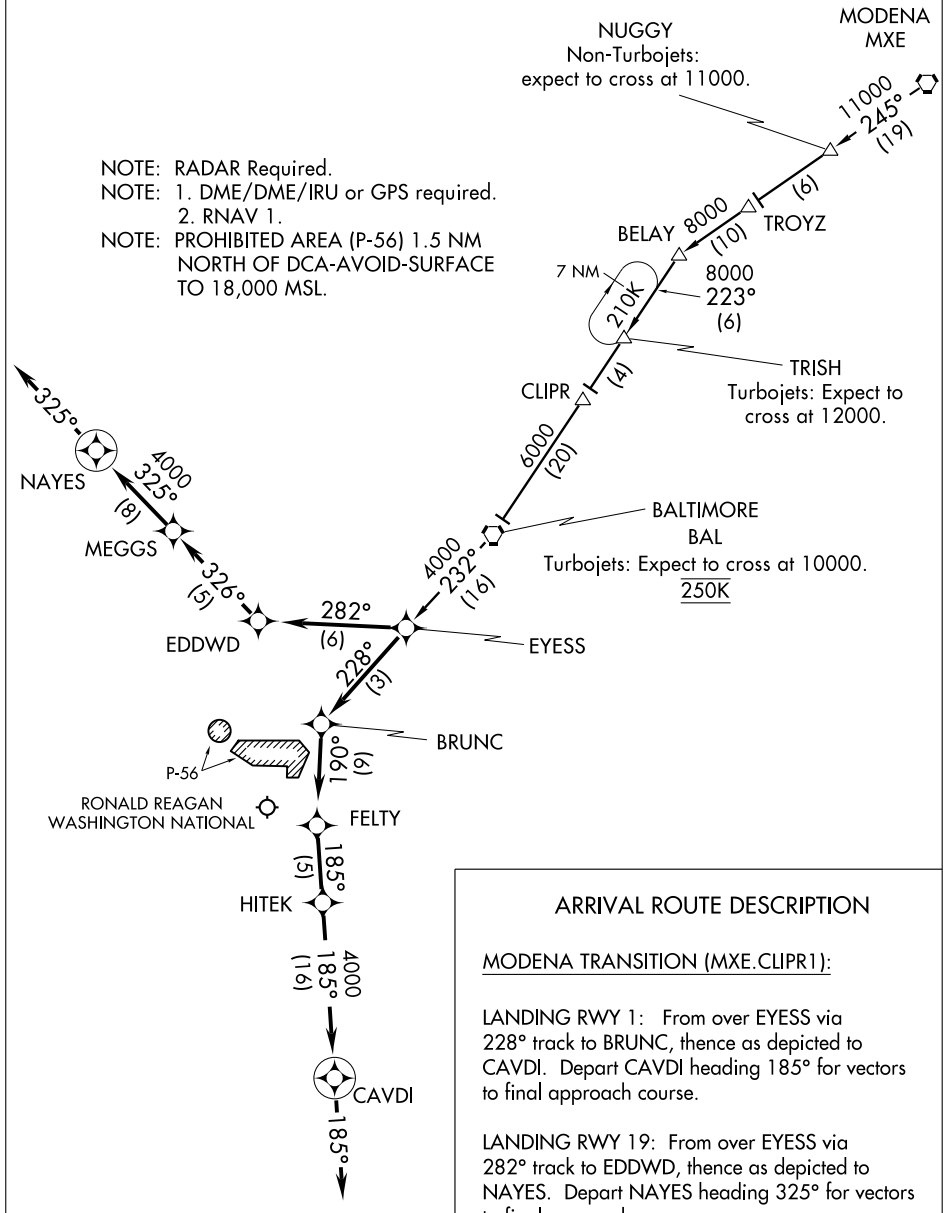
. . . From BILIT WP via 286° track to DEALE WP, thence as depicted to NAYES WP, depart NAYES WP heading 325° for vectors to final approach course.

LANDING RWY 1: After EDDGY WP, expect radar vectors to final approach course.

LANDING RWY 19: Depart NAYES WP heading 325° for vectors to final approach course.

POTOMAC APP CON
128.7 307.9
WASHINGTON NATIONAL ATIS
132.65

NOTE: RADAR Required.
NOTE: 1. DME/DME/IRU or GPS required.
2. RNAV 1.
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR1):

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course..

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DCA	APP CRS	Rwy Idg 6869
109.9	007°	TDZE 15
Chan 36		Apt Elev 16

COPTER ILS or LOC RWY 1

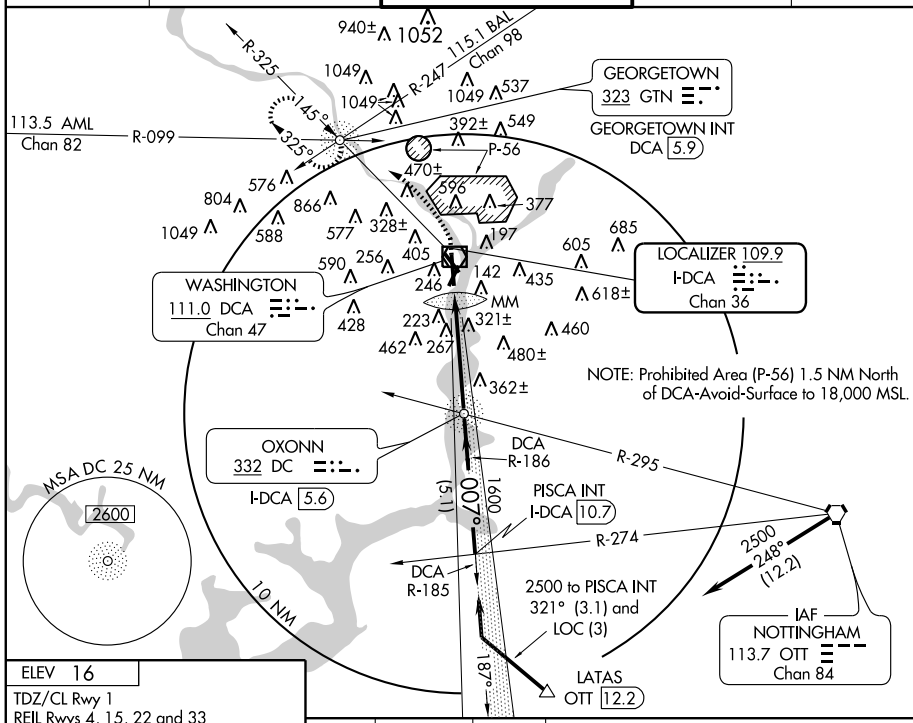
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

NA — Use I-DCA DME when on the LOC course. Radio altimeter required.

ALSF-2

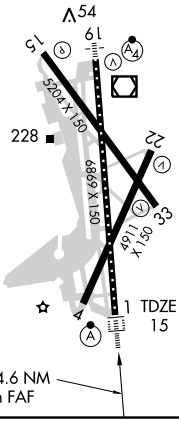
MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

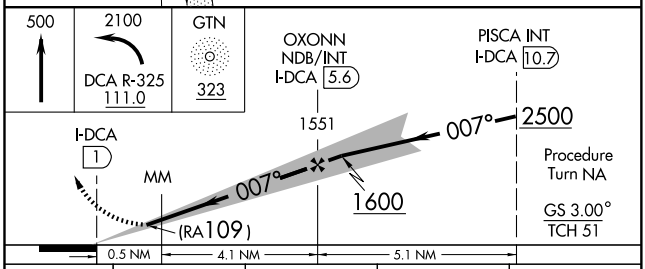
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

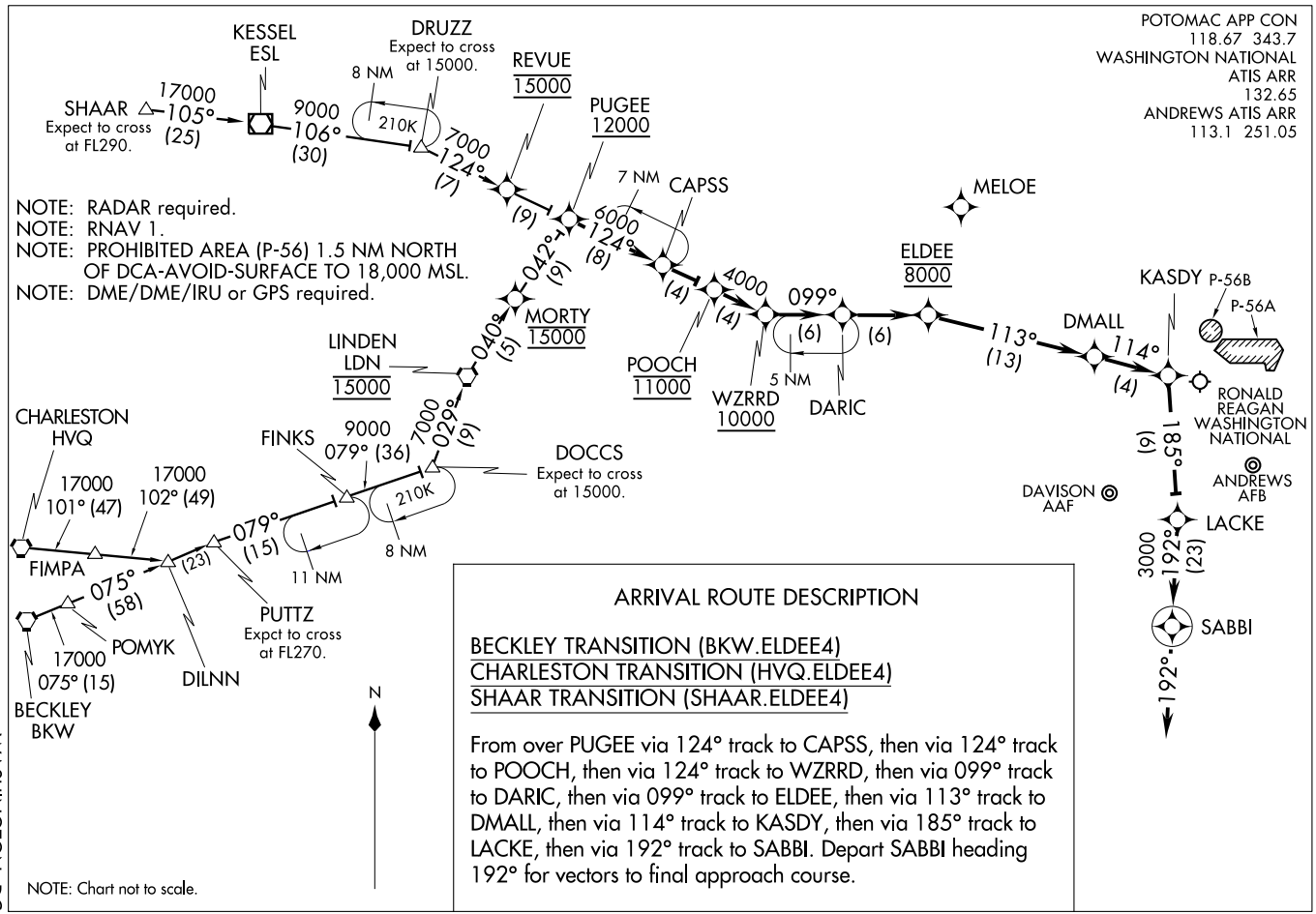




CATEGORY	COPTER	B	C	D
S-ILS 1	115/16 100 (100-¼)	NA		
S-LOC 1	480/24 465 (500-½)	NA		
CIRCLING	NA			

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 03 JUN 2010 to 01 JUL 2010



ELDEE FOUR ARRIVAL (RNAV)

(ELDEE.ELDEE4) 09015

ST-443 (FAA)

WASHINGTON, DC

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	007°	TDZE	15
Chan 36		Apt Elev	16

ILS RWY 1

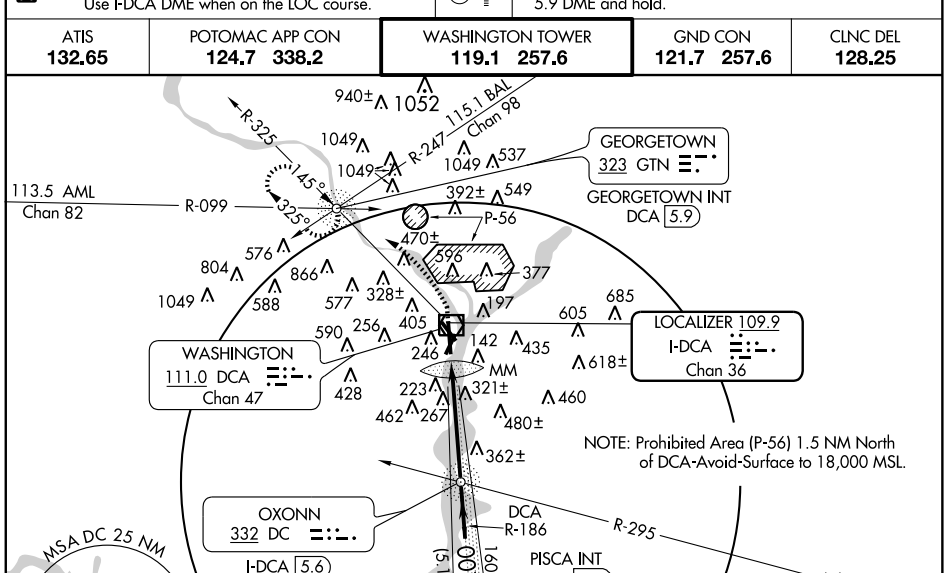
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

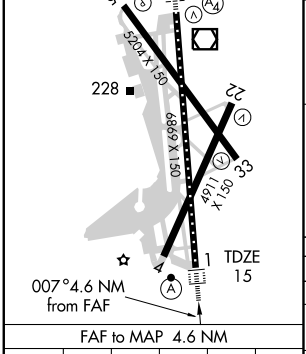
Circling Cat C and D not authorized northeast of Rwy 15-33.
Use I-DCA DME when on the LOC course.

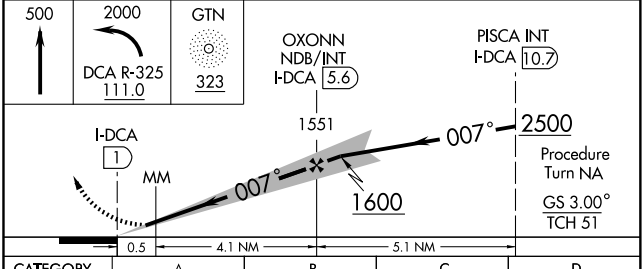
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25







CATEGORY	A	B	C	D
S-ILS 1	215/18 200 (200-½)			
S-LOC 1	480/24 465 (500-½)		480/40 465 (500-¾)	480/50 465 (500-1)
CIRCLING	620-1 604 (700-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	700-2¼ 684 (700-2¼)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DCA	APP CRS	Rwy Idg	6869
109.9	007°	TDZE	15
Chan 36		Apt Elev	16

ILS RWY 1 (CAT II)

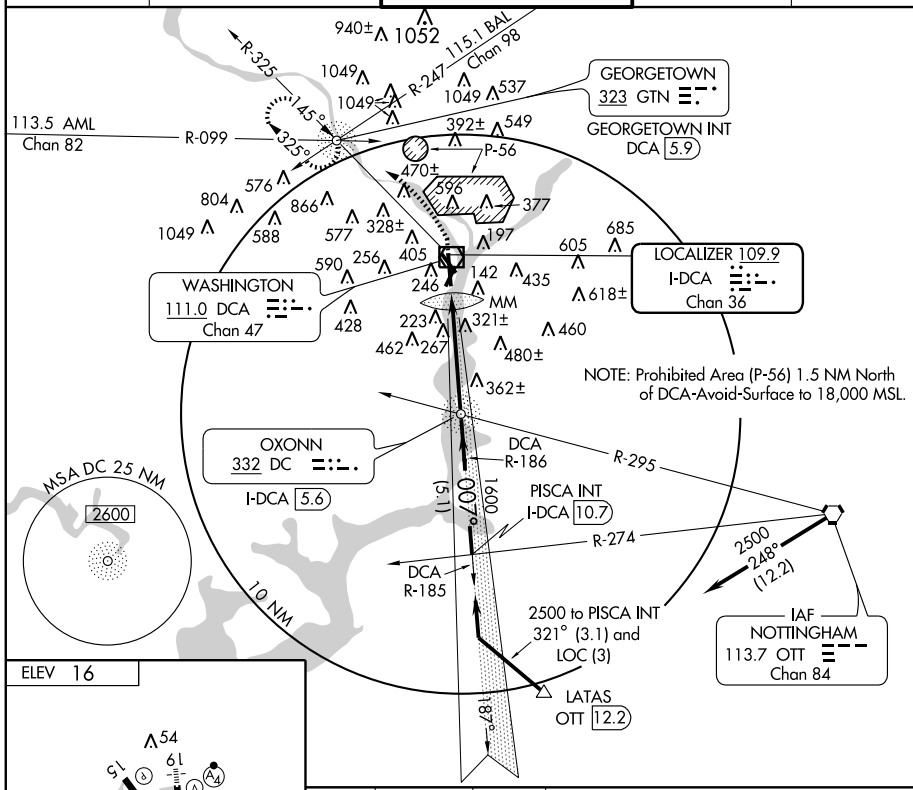
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Use I-DCA DME when on the LOC course.

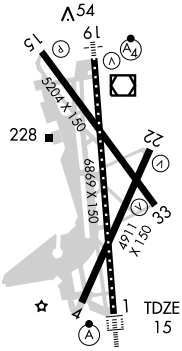
ALSF-2

MISSED APPROACH: Climb to 500, then climbing left turn to 2000 via DCA R-325 to GTN NDB/Int/DCA 5.9 DME and hold.

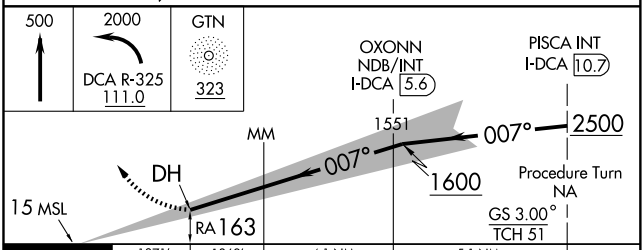
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



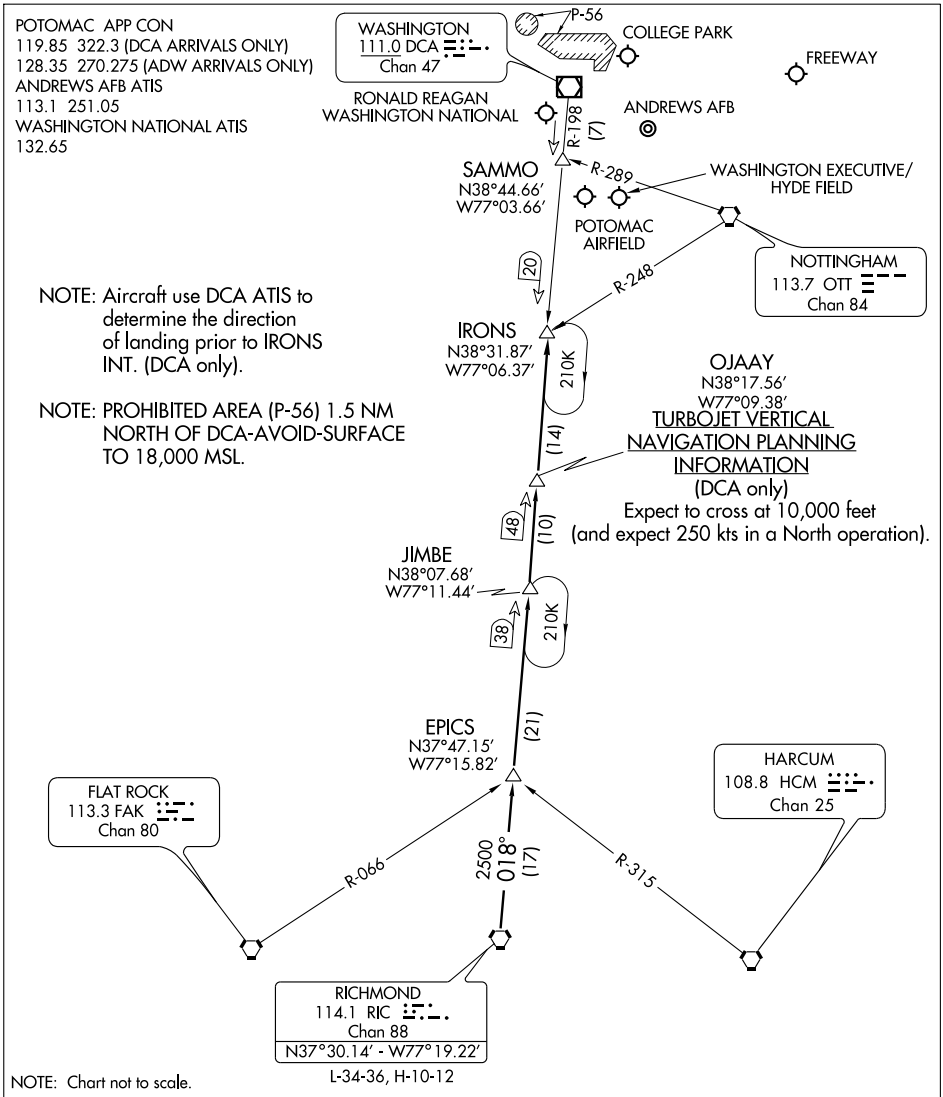
CATEGORY	A	B	C	D
S-ILS 1	RA 163/16 150 DA 165			

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 03 JUN 2010 to 01 JUL 2010

IRONS FOUR ARRIVAL

WASHINGTON, DC



RICHMOND TRANSITION (RIC.IRONS4): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS INT. Thence. . . .

. . . .From over IRONS INT:
Ronald Reagan Washington National Airport (DCA only):
LANDING SOUTH: Then via DCA R-198 to SAMMO INT, heading for vectors to the final approach course.
LANDING NORTH: Expect vectors to final approach course.
All other airports: Expect vectors.

LOC/DME I-VWH	APP CRS	Rwy Idg 6869
108.5	145°	TDZE 14
Chan 22		Apt Elev 16

LDA/DME RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

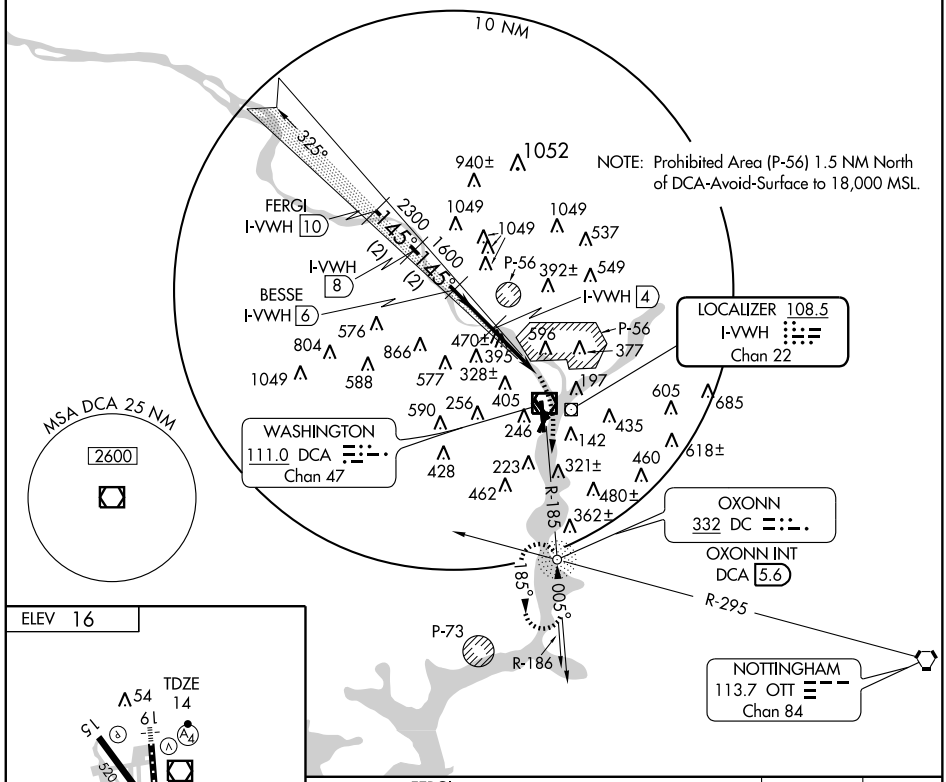
Inoperative table does not apply.
Circling Cats C and D not authorized northeast of Rwy 15-33.

MALSF

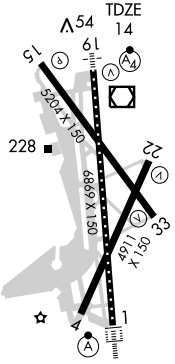
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

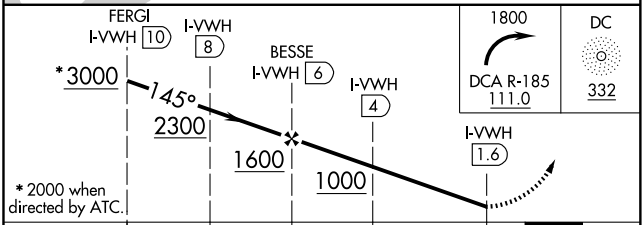
RADAR REQUIRED



ELEV 16



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

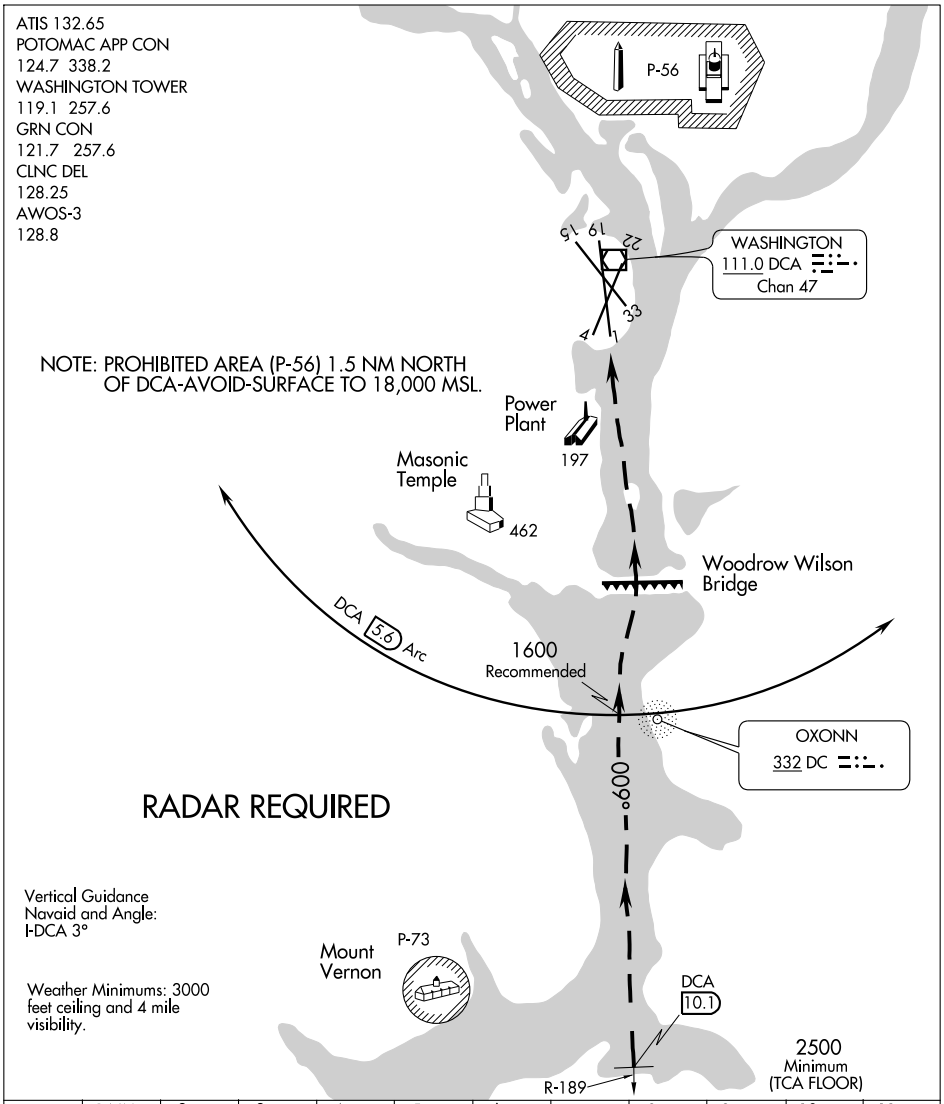


CATEGORY	A	B	C	D
S-LDA 19	720/60 706 (800-1¼)		720-2 706 (800-2)	720-2¼ 706 (800-2¼)
CIRCLING	720-1¼ 704 (800-1¼)		720-2 704 (800-2)	720-2¼ 704 (800-2¼)

NE-3. 03 JUN 2010 to 01 JUL 2010

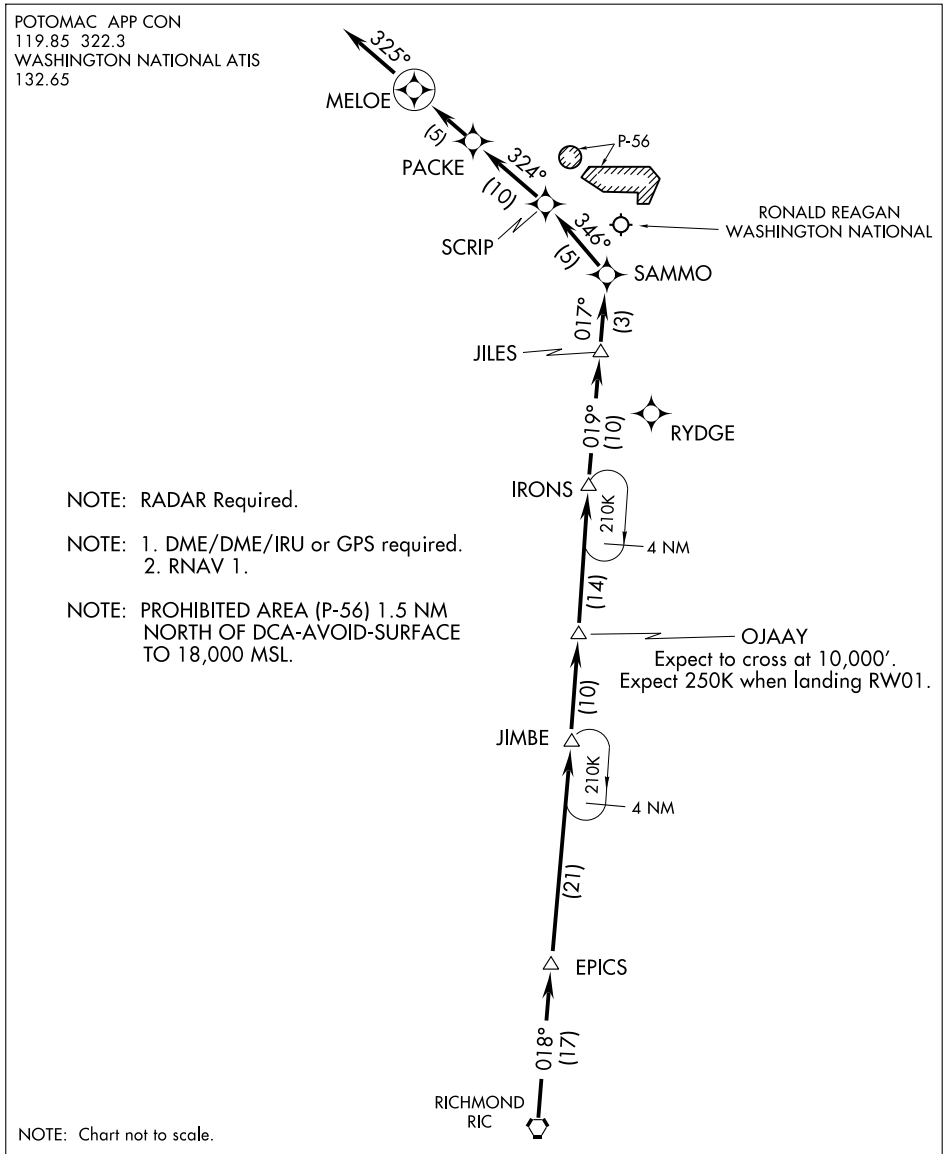
MOUNT VERNON VISUAL RUNWAY 1

ATIS 132.65
POTOMAC APP CON
124.7 338.2
WASHINGTON TOWER
119.1 257.6
GRN CON
121.7 257.6
CLNC DEL
128.25
AWOS-3
128.8



Aircraft may proceed via DCA VOR/DME R-189 (009° inbound) to DCA 5.6 DME, then follow the Potomac River to the airport.

OJAAY ONE ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

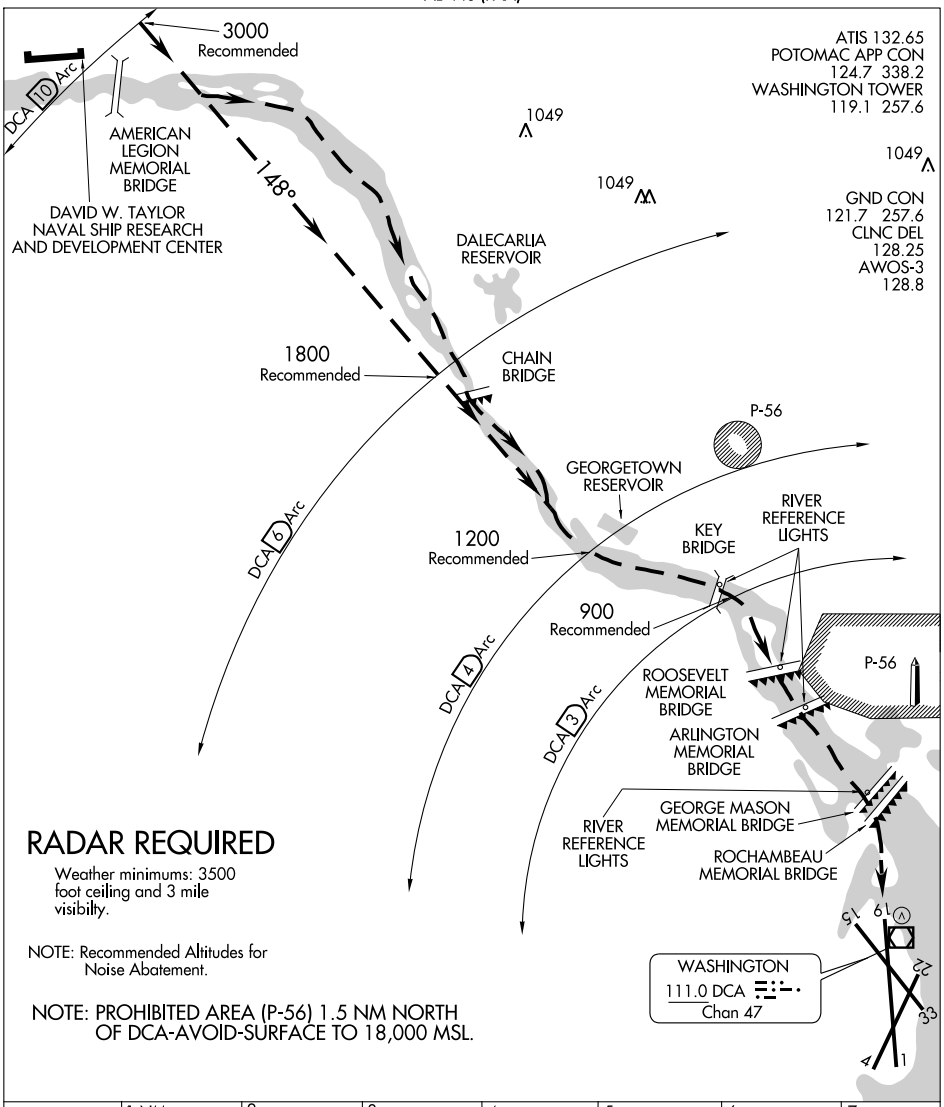
From RIC VORTAC via 018° track to EPICS WP, thence as depicted to MELOE WP, depart MELOE WP heading 325° for vectors to final approach course.

LANDING RWY 1: After IRONS, expect radar vectors to final approach course.

LANDING RWY 19: Depart MELOE WP heading 325° for vectors to final approach

RIVER VISUAL RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC



RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the DCA VOR/DME R-328 (148° inbound) or via the Rosslyn LDA Rwy 19 Approach to abeam Georgetown Reservoir or the DCA 4 NM DME fix, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.

WAAS CH 90123 W33A	APP CRS 332°	Rwy Idg 5204 TDZE 13 Apt Elev 15

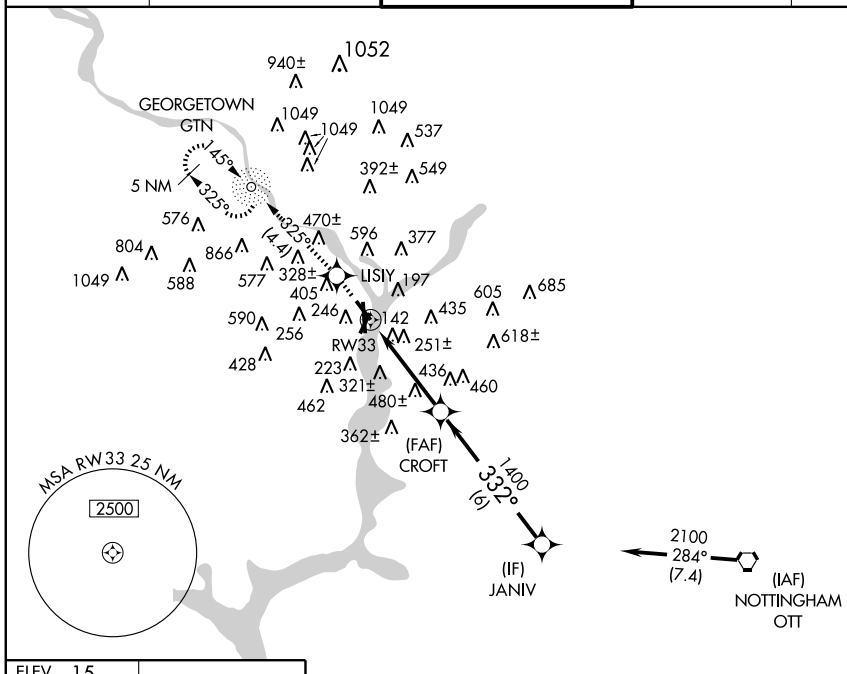
RNAV (GPS) RWY 33

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

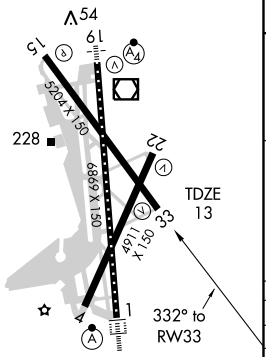
Circling NA for Cats C and D northeast of Rwy 15-33.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct LISIY and via 325° track to GTN NDB and hold.

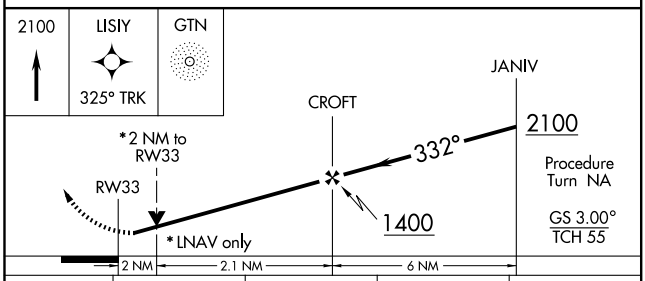
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25



ELEV 15



TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22



CATEGORY	A	B	C	D
LPV DA	269-¾ 256 (300-¾)			
LNAV/ VNAV DA	760-2½ 747 (800-2½)			
LNAV MDA	700-1 687 (700-1)		700-2 687 (700-2)	700-2¼ 687 (700-2¼)
CIRCLING	760-2½ 745 (800-2½)			

NE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6869
005°	TDZE	14
	Apt Elev	15

RNAV (RNP) RWY 1

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 40°C (104°F). Missed approach requires RNP less than 1.0. For inoperative ALSF, increase RNP 0.30 visibility to RVR 6000.

NA

ALSF-2

MISSED APPROACH: Climb to 2100 via left turn to FIVUD, and 325° track to HESLO, and 325° track to GTN NDB and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

MISSED APCH FIX

145° 5 NM 325°

GEORGETOWN GTN

RADAR REQUIRED

P-56B 392± 576 804 866 328± 325° (3.3) 470± HESLO P-56A 596 377 596 1049 588 577 FIVUD MAX 185 KIAS 685 325° (1.3) 405 (2.2) 197 435 605 590 256 246 RW01 618± 428 83± 223 321± 460 462 480± (4.6) 362± (FAF) OXONN DC

P-73 1600 005° (9.1)

1049

NOTE: PROHIBITED AREA (P56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.

(IF) MRION 2500 036° (3.6)

LITNE 3500 036° (5.4)

(IAF) IRONS

MSA RW01 25 NM 2300

ELEV 15

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

54 61 15 5204 X 150 228 22 6869 X 150 33 4911 X 150 4 1 TDZE 14

005° to RW01

2100	FIVUD	HESLO	GTN
	325° TRK	325° TRK	

MRION 2500 005° OXONN 1600 RW01 1600 GP 3.09° TCH 60

4.6 NM 6.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	386/40 372 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED.

NE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6869
184°	TDZE	13
	Apt Elev	15

RNAV (RNP) RWY 19

WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

RF, GPS, and RADAR REQUIRED. For uncompensated Baro-VNAV systems, Procedure NA below -11°C (12°F) or above 49°C (120°F). Inoperative table does not apply. When East Side VGSI inop, Procedure NA.

NA

MALSF

MISSED APPROACH: Climbing right turn to 1800 direct OXONN and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

(IAF) RAYEE 7000

3000 130° (8)

RAYEE: Procedure NA V8 NW Bnd

KIVEY 3800

2500 145° (2.6)

2500 (5.8)

MAX 240 KIAS

KUBEY 3000

BELTS: Procedure NA V265 N Bnd

2500 260° (8.8)

(IAF) BELTS 6900

3100 262° (15.1)

BALTIMORE BAL 10000

1052

940±

BAL VORTAC: Procedure NA V44-214 SE Bnd; V268 SE Bnd

3000 (2.7)

CUKLI 4000

LICIP 3500

2500 (2.1)

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA - Avoid Surface to 18,000 MSL.

3100 080° (9.9)

(IF) HIXIT 2500

2000 145° (3.3)

1049

537

549

(IAF) ARMEL AML 8000

(FAF) JTSON

145° (1.5)

392±

P-56

FONVI

SETOC

(0.9)

(0.9)

576

MSA RW19 25 NM

2600

866

470±

JUBOL

144° (1.5)

596

377

804

328±

588

577

WIRSO

63±

(0.6)

405

FIROP

197

184° (0.5)

RW19

590

256

246

142

428

ELEV 15

184° to RW19

54

61

15

TDZE 13

228

22

5204 X 150

6869 X 150

4911 X 150

33

4

1

MISSED APCH FIX

OXONN

185°

005°

HIXIT JTSON SETOC FONVI JUBOL WIRSO FIROP

2500

Procedure Turn NA

GP 3.00° TCH 50

2000

145° 145° 144° 184°

2000 1510 1218 933 424 234

RW19

3.3 NM 1.5 0.9 0.9 1.6 0.6 0.5

1800 OXONN

CATEGORY	A	B	C	D
RNP 0.11 DA	475-1½	462 (500-1½)		

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22, and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 22

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ASO	APP CRS	Rwy Idg	6869
109.9	147°	TDZE	14
Chan 36		Apt Elev	16

ROSSLYN LDA RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

Glide slope provided by standard glide slope equipment.
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

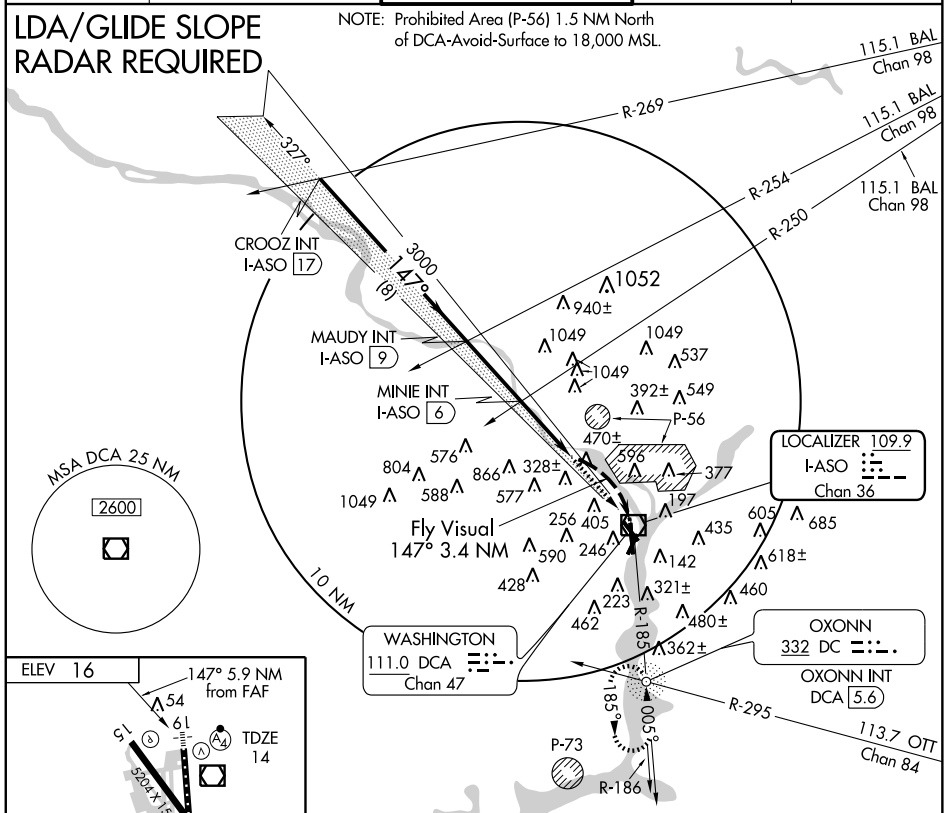
MALSF

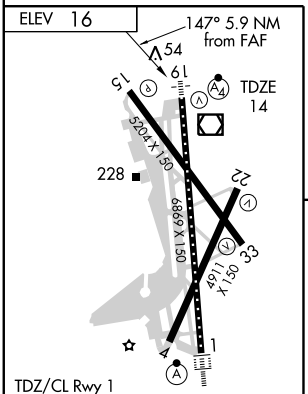
MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

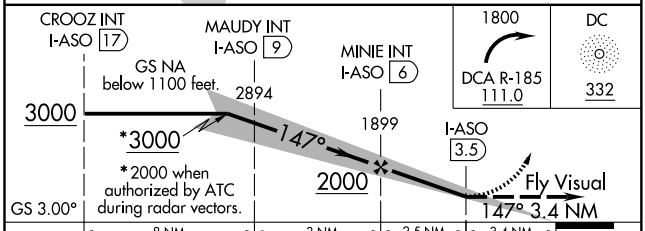
LDA/GLIDE SLOPE
RADAR REQUIRED

NOTE: Prohibited Area (P-56) 1.5 NM North of DCA-Avoid-Surface to 18,000 MSL.





FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

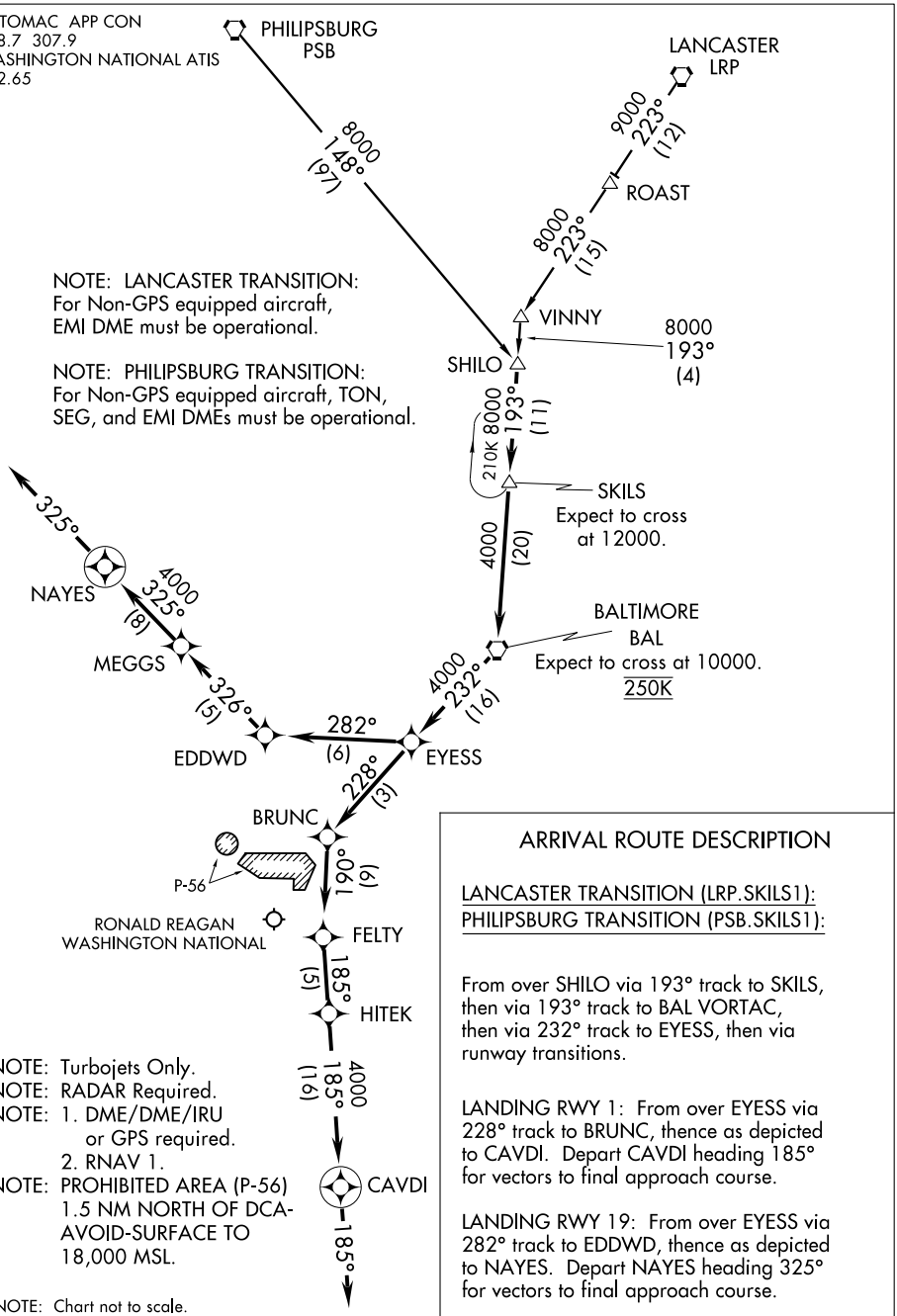


CATEGORY	A	B	C	D
S-LDA/GS 19		1100-3	1086 (1100-3)	
S-LDA 19		1100-3	1086 (1100-3)	
CIRCLING		1100-3	1084 (1100-3)	

NE-3. 03 JUN 2010 to 01 JUL 2010

SKILS ONE ARRIVAL (RNAV)

POTOMAC APP CON
128.7 307.9
WASHINGTON NATIONAL ATIS
132.65



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS1):
PHILIPSBURG TRANSITION (PSB.SKILS1):

From over SHILO via 193° track to SKILS, then via 193° track to BAL VORTAC, then via 232° track to EYESS, then via runway transitions.

LANDING RWY 1: From over EYESS via 228° track to BRUNC, thence as depicted to CAVDI. Depart CAVDI heading 185° for vectors to final approach course.

LANDING RWY 19: From over EYESS via 282° track to EDDWD, thence as depicted to NAYES. Depart NAYES heading 325° for vectors to final approach course.

VOR/DME DCA	APP CRS	Rwy Idg 5204
111.0	144°	TDZE 16
Chan 47		Apt Elev 16

VOR/DME or GPS RWY 15

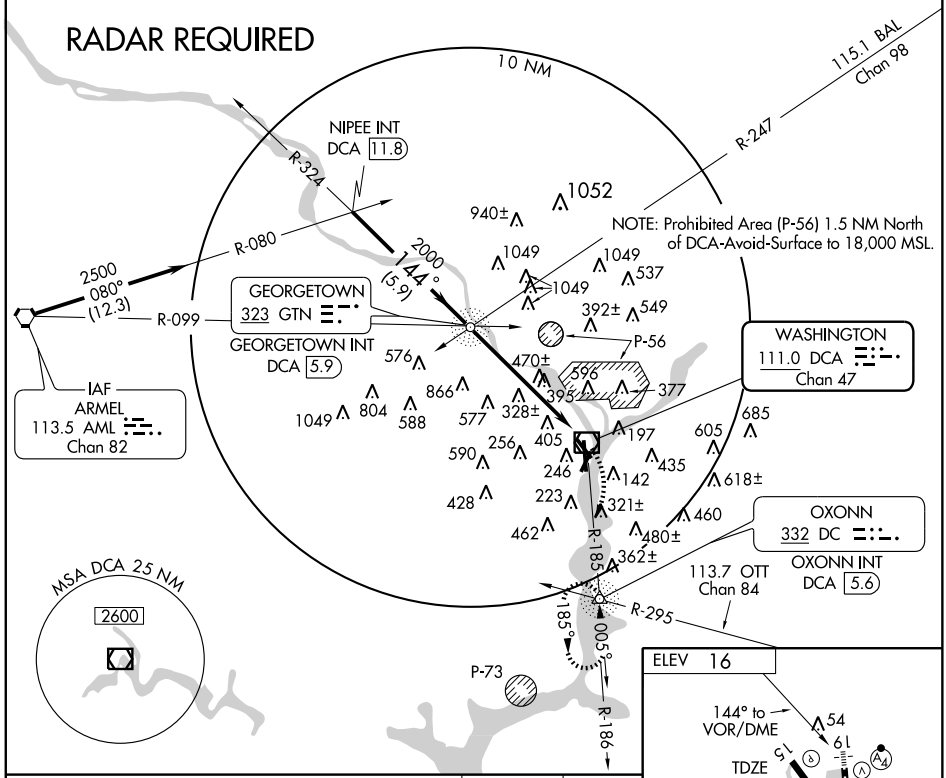
WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

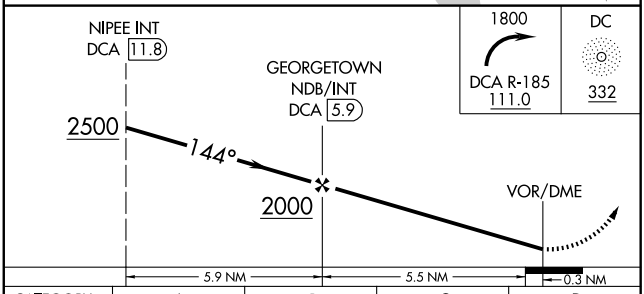
Circling Cat C and D not authorized northeast of Rwy 15-33.

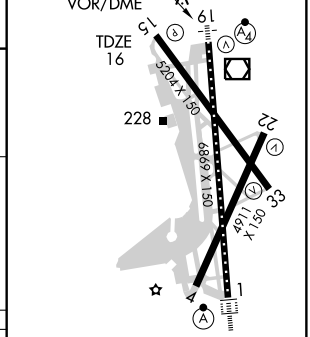
MISSED APPROACH: Climbing right turn to 1800 via DCA R-185 to OXONN NDB/Int/DCA 5.6 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

RADAR REQUIRED







CATEGORY	A	B	C	D
S-15	920-1¼	904 (1000-1¼)	920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)
CIRCLING	920-1¼	904 (1000-1¼)	920-2¾ 904 (1000-2¾)	920-3 904 (1000-3)

TDZ/CL Rwy 1
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22

NE-3. 03 JUN 2010 to 01 JUL 2010

VOR/DME DCA	APP CRS	Rwy Idg	6869
111.0	155°	TDZE	13
Chan 47		Apt Elev	15

VOR/DME or GPS RWY 19

WASHINGTON/RONALD REAGAN WASHINGTON NATIONAL (DCA)

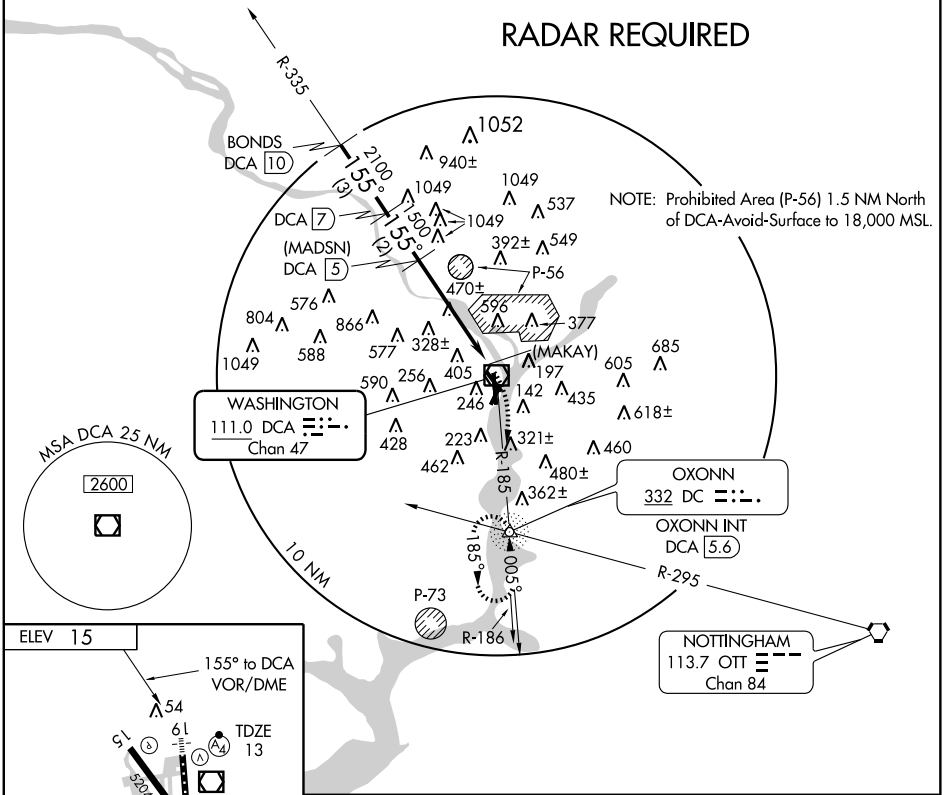
Inoperative table does not apply.
Circling Cats C and D not authorized northeast Rwy 15-33.

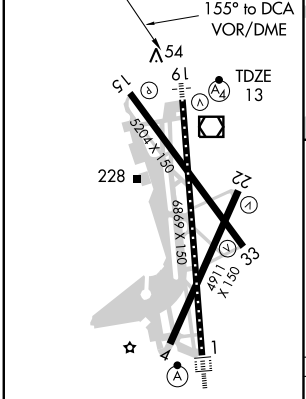
MALSF

MISSED APPROACH: Climbing right turn to1800 via DCA R-185 to OXONN INT/NDB/DCA 5.6 DME and hold.

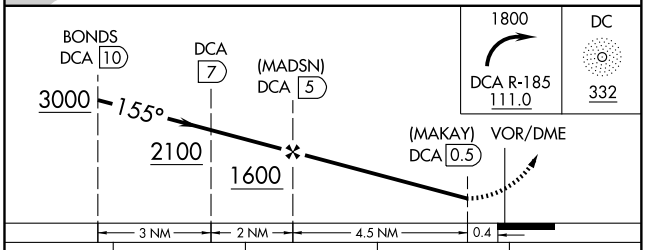
ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25

RADAR REQUIRED





TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 15, 22 and 33
HIRL Rwys 1-19 and 15-33



CATEGORY	A	B	C	D
S-19	980/60 967 (1000-1¼)	980-1½ 967 (1000-1½)	980-3	967 (1000-3)
CIRCLING	980-1¼ 965 (1000-1¼)	980-1½ 965 (1000-1½)	980-3	965 (1000-3)

NE-3. 03 JUN 2010 to 01 JUL 2010

VOR/DME DCA	APP CRS	Rwy Idg	6869
111.0	006°	TDZE	14
Chan 47		Apt Elev	15

VOR RWY 1

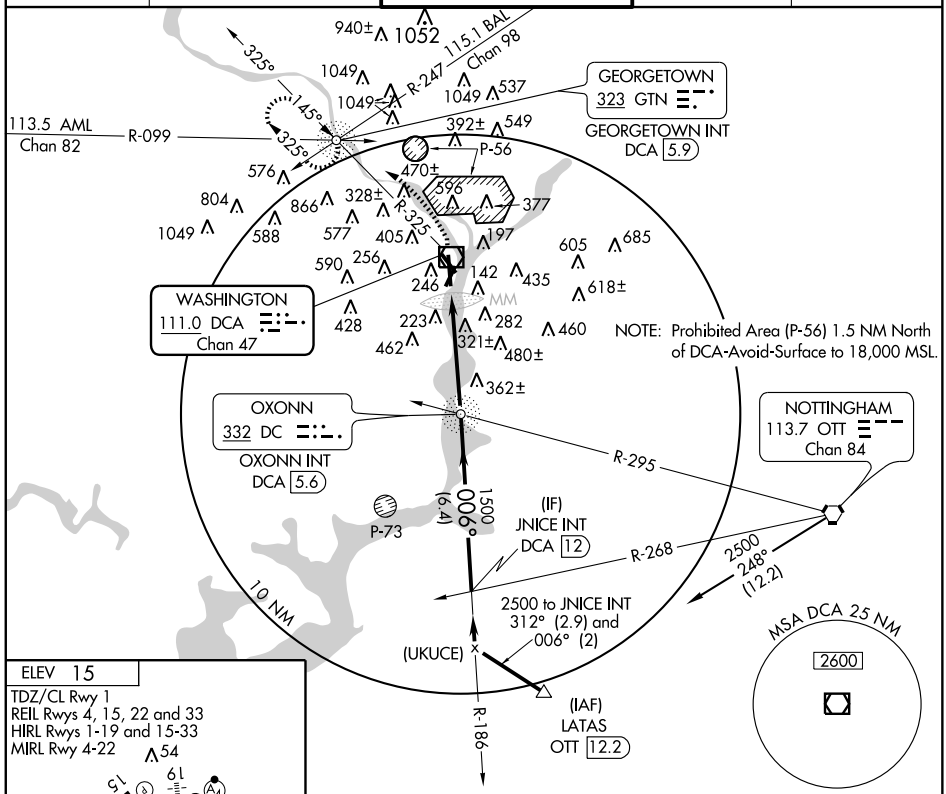
WASHINGTON/ RONALD REAGAN WASHINGTON NATIONAL (DCA)

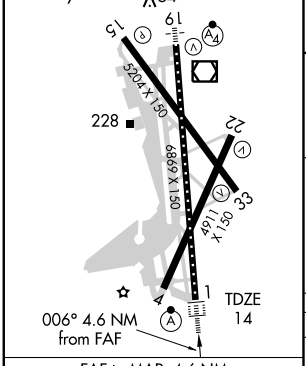
Circling NA NE of Rwy 15-33.

ALSF-2

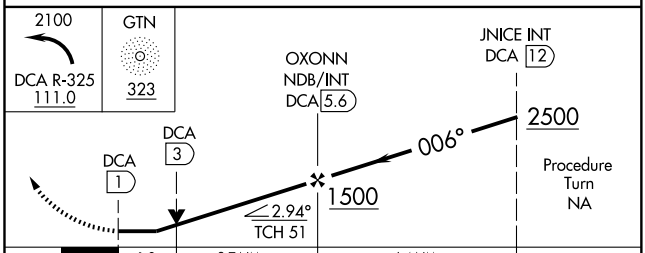
MISSED APPROACH: Climbing left turn to 2100 via DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL
132.65	124.7 338.2	119.1 257.6	121.7 257.6	128.25





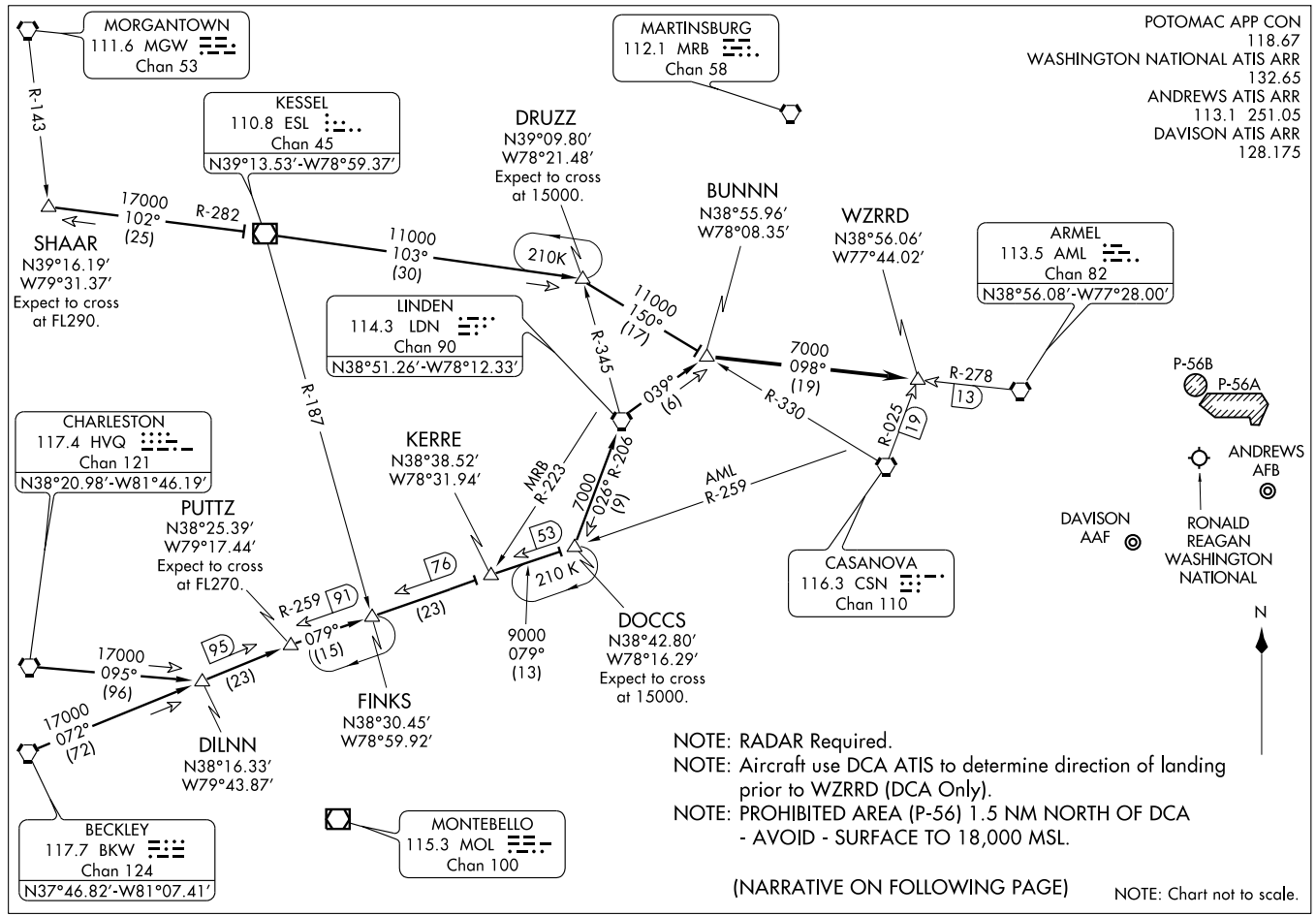
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-1	680/24	666 (700-½)	680/60 666 (700-1)	680 - 1½ 666 (700-1½)
CIRCLING	720 - 1	705 (800-1)	720 - 2 705 (800-2)	760 - 2¼ 745 (800-2¼)

NE-3. 03 JUN 2010 to 01 JUL 2010

WZRRD TWO ARRIVAL



NOTE: RADAR Required.

NOTE: Aircraft use DCA ATIS to determine direction of landing prior to WZRRD (DCA Only).

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID - SURFACE TO 18,000 MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

ATIS
134.85
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
GND CON
121.9 317.8 (EAST)
132.45 348.6 (WEST)
CLNC DEL
135.7 317.8
MIDFIELD RAMP CON
129.55

ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.

ELEV 277
19R
191.1°
9400 X 150
0.3% DOWN
ELEV 269
19C
191.0°
11501 X 150
ELEV 296
011.1°
ELEV 310
12
121.0°
10501 X 150
0.4% UP
301.0°
ELEV 286
011.0°
1C
ELEV 288
30
ELEV 284
CARGO RAMP
GENERAL AVIATION TERMINAL AND RAMP U.S. CUSTOMS
ELEV 293
19L
191.1°
11500 X 150
SEE INSET
TWR 632
HOLD BLOCK
FIELD ELEV 312
011.1°
0.3% DOWN
1R
ELEV 312
1L
ELEV 295
RAMP TOWER
MIDFIELD TERMINAL RAMP
MIDFIELD TERMINAL RAMP
R RAMP
R RAMP
TWR 632

VAR 10.4°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°W

38°58′ N
38°57′ N
38°56′N
38°55′ N
77°29′ W
77°28′ W
77°27′ W

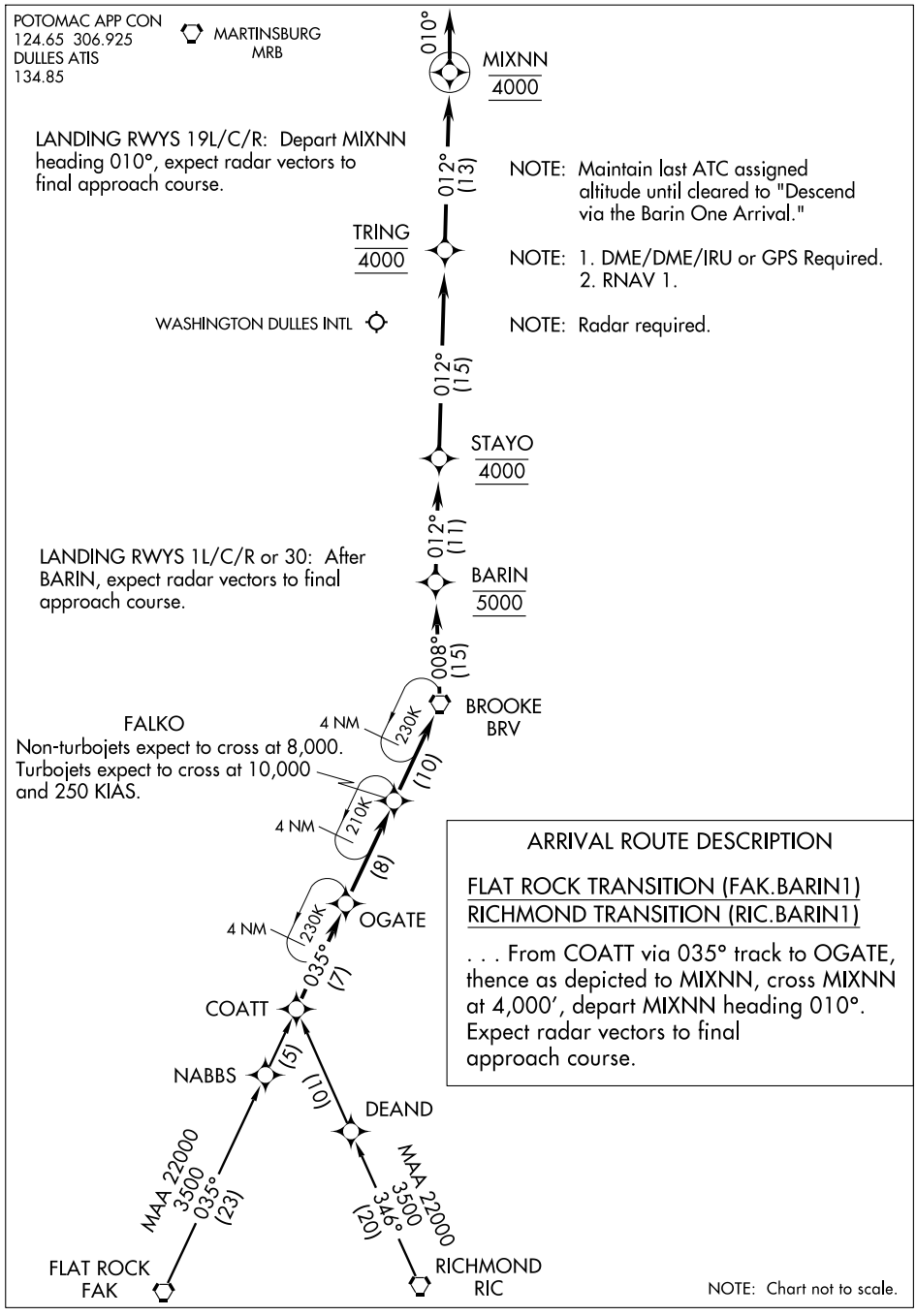
RWYS 1R-19L, 1C-19C, 1L-19R, 12-30
PCN 81 R/C/W/T
S200, D250, ST175, DT450, DDT875

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 03 JUN 2010 to 01 JUL 2010

BARIN ONE ARRIVAL (RNAV)

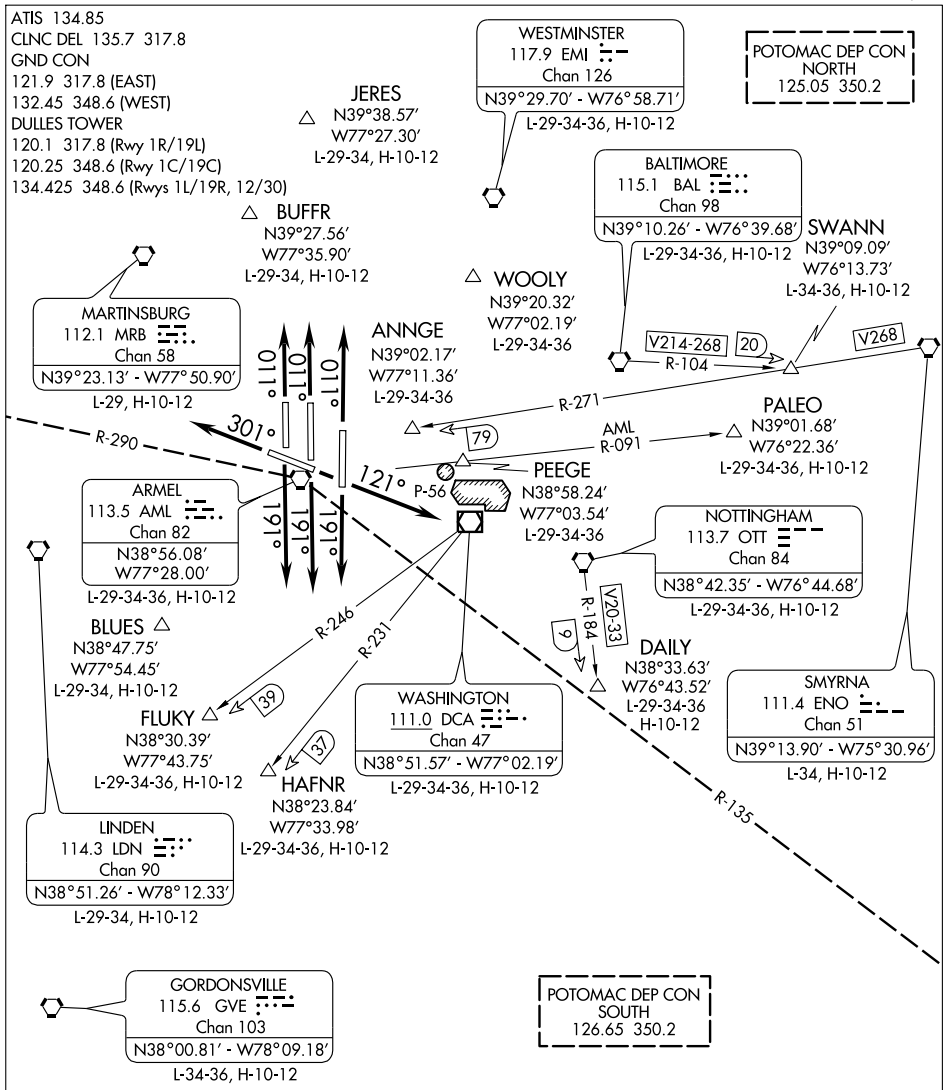
WASHINGTON DULLES INTL
WASHINGTON, DC



NE-3, 03 JUN 2010 to 01 JUL 2010

CAPITAL SEVEN DEPARTURE

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



TAKE-OFF MINIMUMS

Rwys 1C, 1R, 1L, 12, 19C, 19R, 19L, 30: STANDARD.

NOTE: RADAR Required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 121° or as assigned, Thence. . . .
TAKE-OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned, Thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 301° or as assigned, Thence. . . .

. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

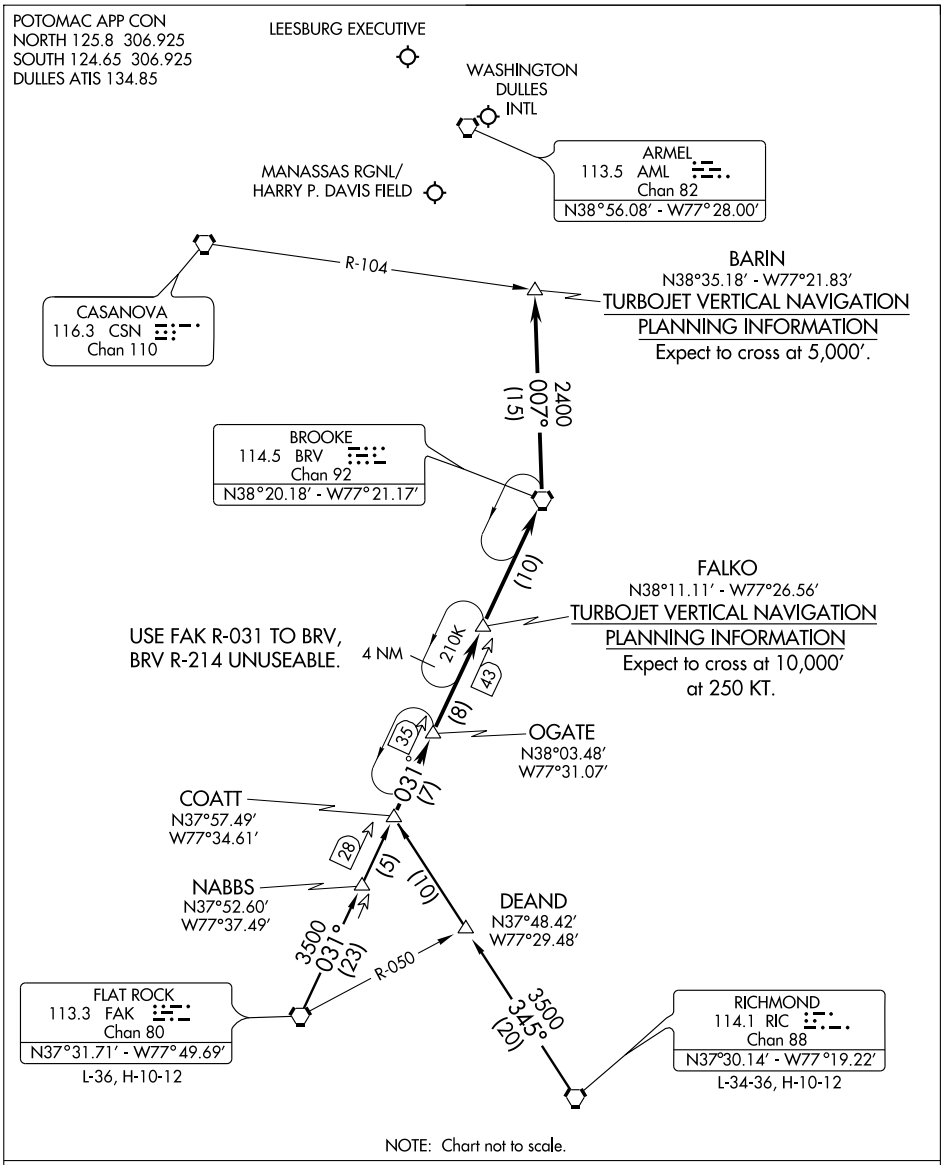
TAKE-OFF OBSTACLES

Rwy 1C: Tree 2814′ from DER, 1030′ left of centerline, 86′ AGL/345′ MSL.
Rwy 1R: Post 12′ from DER, 223′ right of centerline, 8′ AGL/294′ MSL.
Rwy 1L: Tower 1918′ from DER, 680′ left of centerline, 56′ AGL/330′ MSL
Rwy 12: Tree 520′ from DER, 604′ left of centerline, 28′ AGL/307′ MSL.
Rwy 30: Trees beginning 161′ from DER, 520′ left of centerline, up to 57′ AGL/396′ MSL.
Trees beginning 532′ from DER, 600′ right of centerline, up to 64′ AGL/383′ MSL.

NE-3, 03 JUN 2010 to 01 JUL 2010

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-AJU	APP CRS	Rwy Idg / TDZE / Apt Elev
109.3	121°	10501 / 310 / 312

CONVERGING ILS RWY 12

WASHINGTON DULLES INTL (IAD)

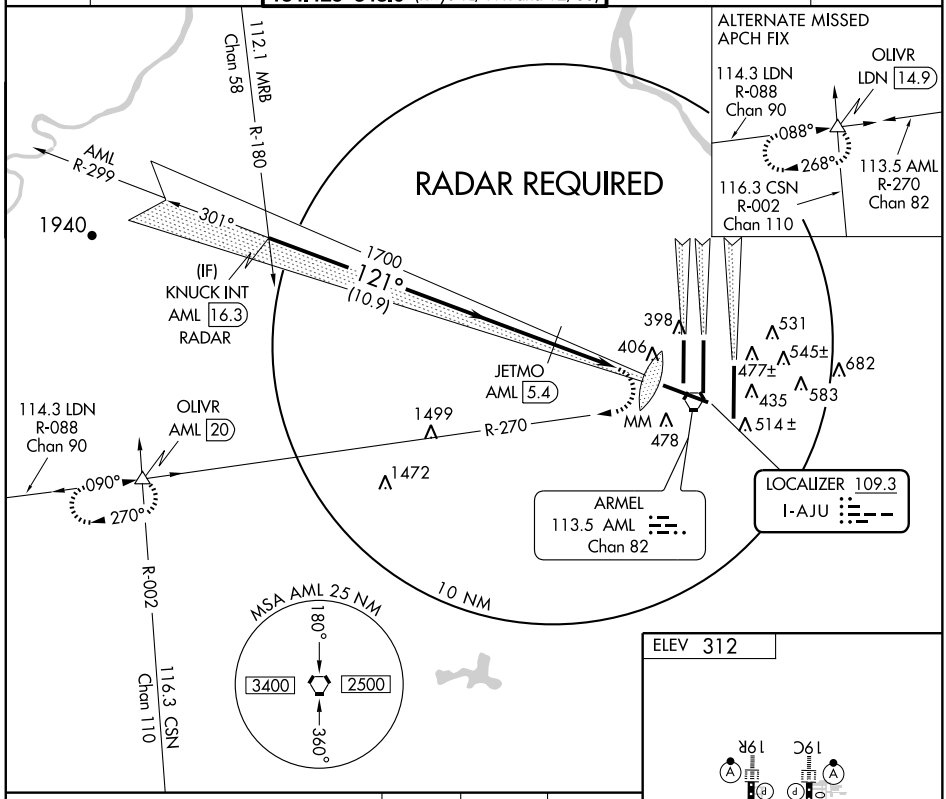
For inoperative MALSR, increase S-ILS 12 all Cats. visibility to 2. Simultaneous converging approaches authorized with Rwys 19L or 19C or 19R.

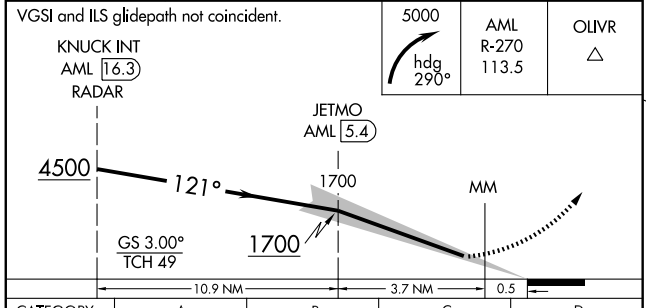
NA

MALSR

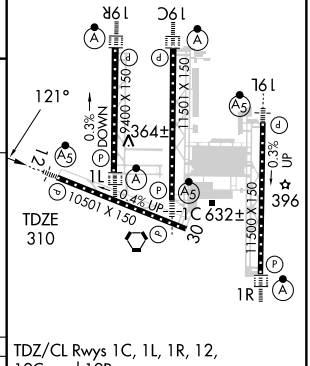
MISSED APPROACH: Climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
S-ILS 12	910-1½ 600 (600-1½)			



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-DLX	APP CRS	Rwy Idg	11501
111.3	191°	TDZE	272
		Apt Elev	312

CONVERGING ILS RWY 19C

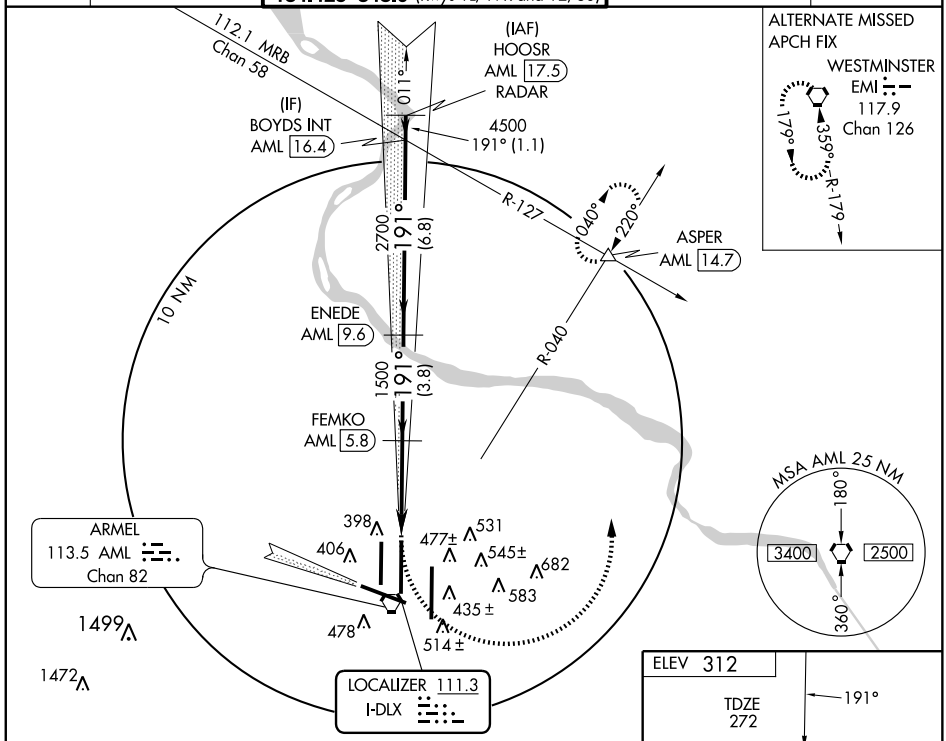
WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative ALSF-2, increase S-ILS 19C all Cats visibility to 2.

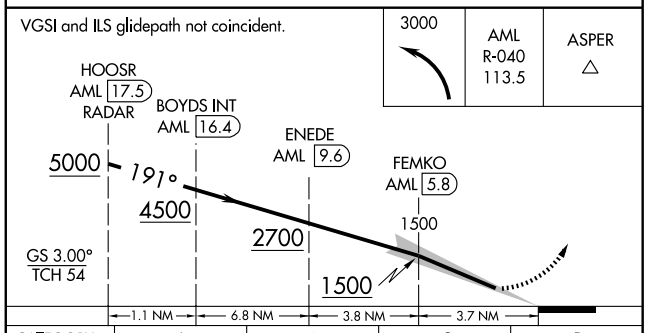
ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

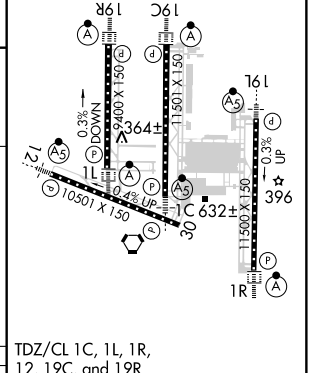
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 19C	872-1½ 600 (600-1½)			



TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SGC	APP CRS	Rwy Idg	11500
110.1	191°	TDZE	302
Chan 38		Apt Elev	312

CONVERGING ILS RWY 19L

WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12.
NA For inoperative MALSR, increase S-ILS 19L all Cats visibility to 2 miles.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED

112.1 MRB R-127 Chan 58

3000 191° (2)

011°

(IAF) DADEY I-SGC 18.7 RADAR

(IF) IZUMI INT I-SGC 16.7

040° 220°

ASPER AML 14.7

10 NM

1700

191° (10.4)

R-040

R-014

AML R-023

DOMSE INT I-SGC 6.3

ALTERNATE MISSED APCH FIX

WESTMINSTER EMI 117.9 Chan 126

179° 359° R-179

MSA AML 25 NM

180° 3400 2500 360°

398 406 478 1499 1472

531 545± 682 477± 435± 583 514±

ARMEL 113.5 AML Chan 82

LOCALIZER 110.1 I-SGC Chan 38

ELEV 312

191°

TDZE 302

19R 19C 16L 1L 12 30 1C 632± 396 1R

10501 X 150

11500 X 150

11501 X 150

2400 X 150

0.3% DOWN

0.4% UP

0.3% UP

3364±

3000 | AML R-040 113.5 | ASPER

DADEY I-SGC 18.7 RADAR

IZUMI INT I-SGC 16.7

DOMSE INT I-SGC 6.3

VGSI and ILS glidepath not coincident.

3000 191° 3000 1700 1700

GS 3.00° TCH 55

2 NM 10.4 NM 4.2 NM

CATEGORY	A	B	C	D
S-ILS 19L	902-1½	600 (600-1½)		

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44(Y)		Apt Elev	312

CONVERGING ILS RWY 19R

WASHINGTON DULLES INTL (IAD)

Simultaneous converging approaches authorized with Rwy 12. For inoperative ALSF-2, increase S-ILS 19R all Cats visibility to 2¾ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
WESTMINSTER EMI 117.9 Chan 126
179° 359° R-179

1542

112.1 MRB Chan 58

(IAF) BEEZY INT I-ISU 16 RADAR

011° 3000 191° (4.7)

R-123

R-127

(IF) LAUGH I-ISU 11.3

040° 220°

ASPER AML 14.7

1700 191° (7.2)

R-040

MULKY I-ISU 4.1

MSA AML 25 NM
180° 3400 2500 360°

10 NM

398 406 477± 531 545± 682 435 ± 583 478 514 ±

1499

1472

LOCALIZER 110.75 I-ISU Chan 44 (Y)

ARMEL 113.5 AML Chan 82

ELEV 312

191°

TDZE 278

19R 19C 19L

9400 X 150 0.3% DOWN

364±

1150 X 150

1L 1C 30 12

10501 X 150 0.4% UP

632±

0.3% UP

396

1R

TDZ/CL 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

3000 AML R-040 113.5 ASPER

VGSI and ILS glidepath not coincident.

BEEZY INT I-ISU 16 RADAR

LAUGH I-ISU 11.3

MULKY I-ISU 4.1

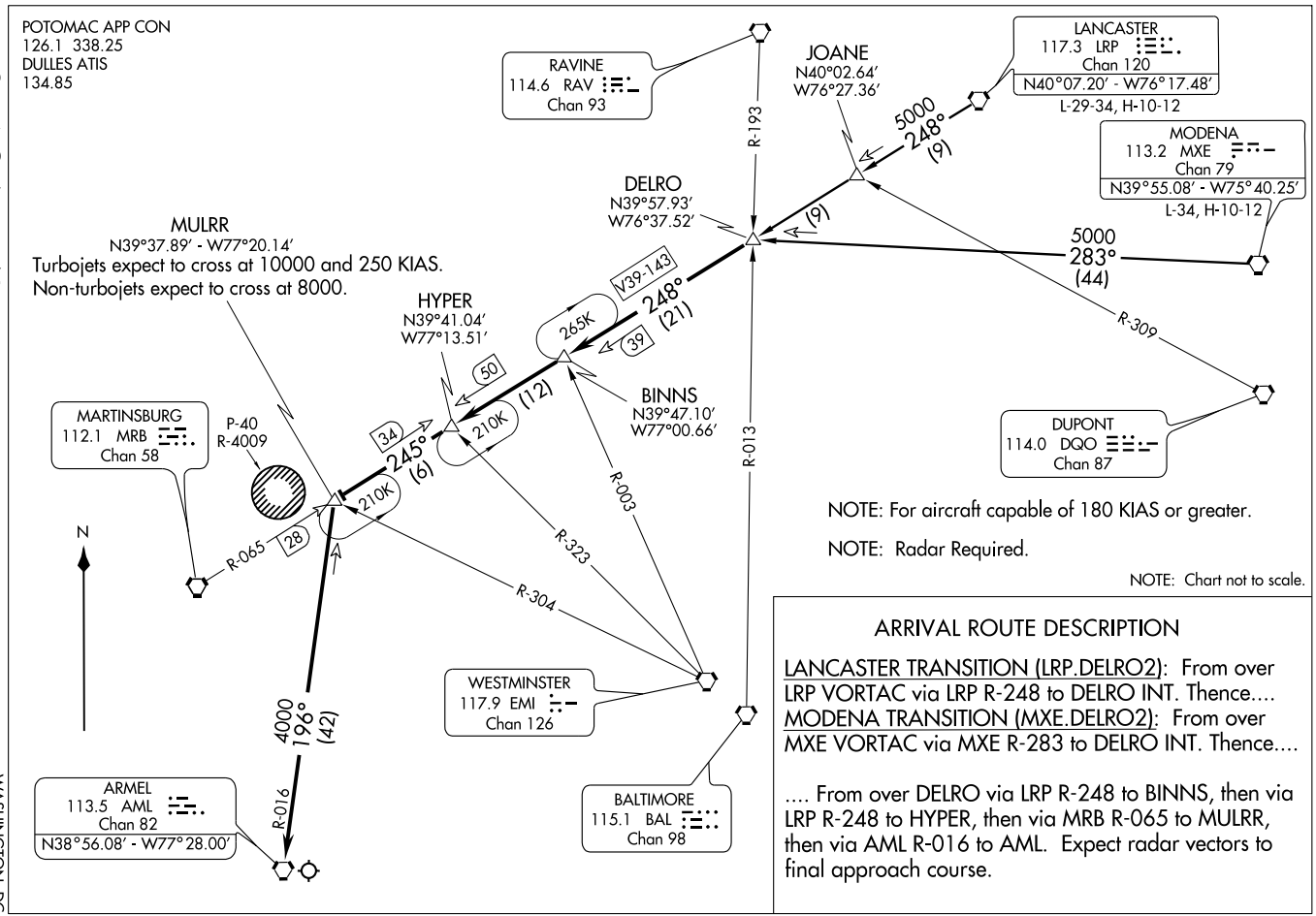
4000 191° 3000 1700 1700

GS 3.00° TCH 55

4.7 NM 7.2 NM 4.2 NM

CATEGORY	A	B	C	D
S-ILS 19R	1078-2¼	800 (800-2¼)		

NE-3. 03 JUN 2010 to 01 JUL 2010



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.DELRO2): From over LRP VORTAC via LRP R-248 to DELRO INT. Thence....

MODENA TRANSITION (MXE.DELRO2): From over MXE VORTAC via MXE R-283 to DELRO INT. Thence....

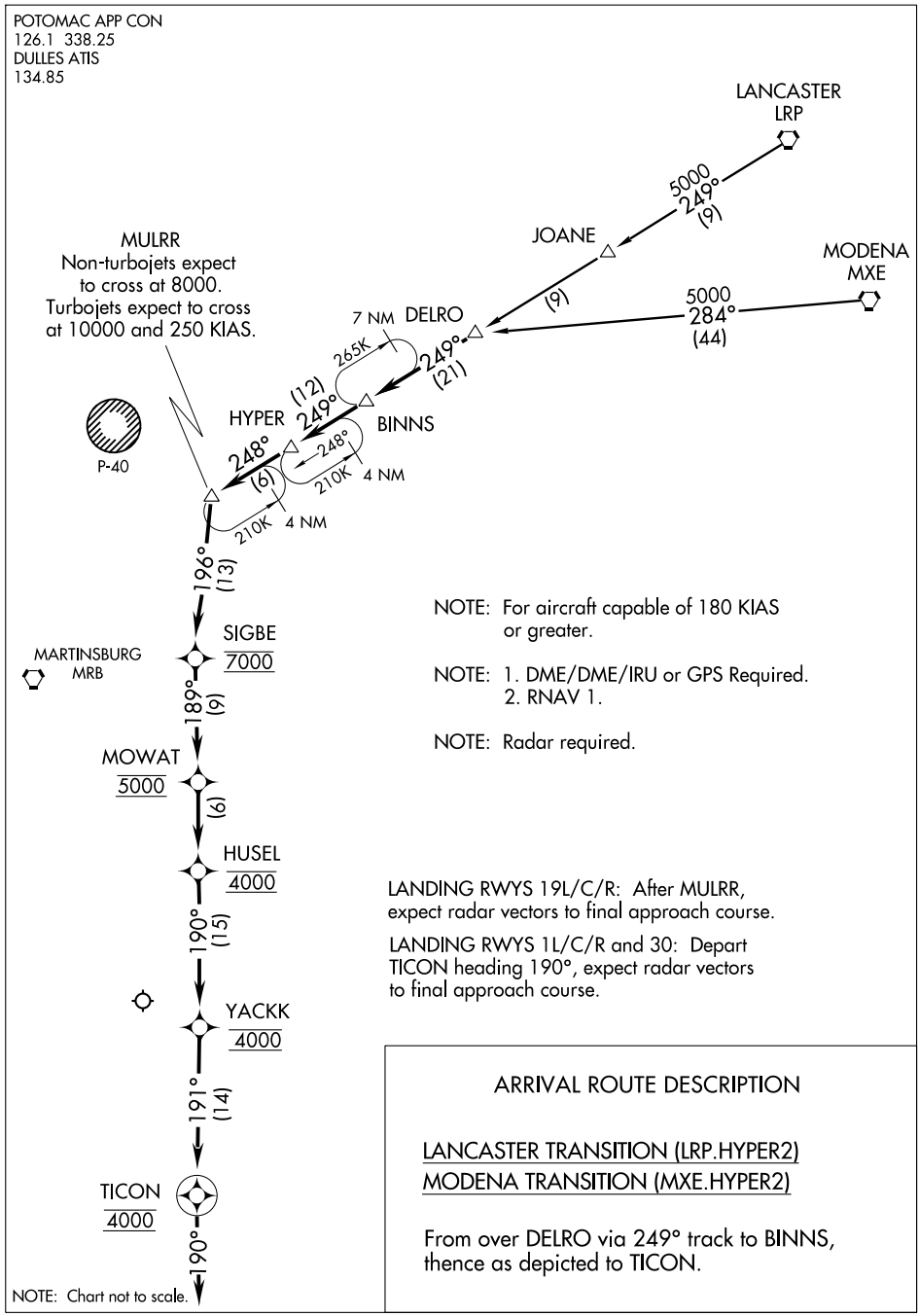
.... From over DELRO via LRP R-248 to BINNS, then via LRP R-248 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

(HYPER.HYPER2) 09015 ST-5100 (FAA)

HYPER TWO ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85



NOTE: For aircraft capable of 180 KIAS or greater.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R and 30: Depart TICON heading 190°, expect radar vectors to final approach course.

ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.HYPER2)
MODENA TRANSITION (MXE.HYPER2)

From over DELRO via 249° track to BINNS, thence as depicted to TICON.

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-OSZ	APP CRS	Rwy ldg	11501
111.3	011°	TDZE	286
		Apt Elev	312

ILS or LOC/DME RWY 1C

WASHINGTON DULLES INTL (IAD)

DME Required. DME from AML VORTAC. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with Rwy 1R or 1L. LOC procedure NA during simultaneous operations. For inoperative ALSF-2, increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via heading 011° and FDK VOR R-200 to FDK VOR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB
112.1
Chan 58
289°
109°
R-109

ARMEL
113.5 AML
Chan 82

LOCALIZER 111.3
I-OSZ

MISSED APCH FIX
FREDERICK
FDK
109.0
220°-R-040
040°

109.0 FDK R-200

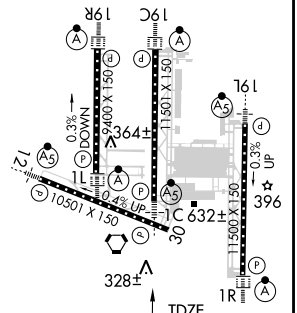
398
406
477±
531
545±
435±
682
583
MM
478
514±
1499
1472
419±
RCHLE
AML 2.3
SKINS
AML 5.8
2300
011° (1.9)
CARRY
AML 7.7
** 2900
011°
(3.5)
(IF)
PEPRR
AML 11.1
**3900
011°
(4.2)
10 NM

MSA AML 25 NM
180°
3400
2500
360°

CASANOVA
116.3 CSN
Chan 110

5000
089°
(19)
R-089
(IAF)
LUSIE INT
AML 15.3
RADAR
191°
AML
R-187

ELEV 312
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LUSIE INT
AML 15.3
RADAR
PEPRR
AML 11.1
CARRY
AML 7.7
SKINS
AML 5.8
RCHLE
AML 2.3
MM

5000
**3900
011°
**2900
2300
*1140
2300

Procedure Turn NA
GS 3.00°
TCH 54

** When assigned by ATC, intercept glidepath at 2900 or 3900.

VGSI and ILS glidepath not coincident.

3000
hdg 011°

FDK
R-200
109.0

FDK
109.0

*LOC only.

4.2 NM | 3.5 NM | 1.9 NM | 3.5 NM | 2.1 | 0.5

CATEGORY	A	B	C	D
S-ILS 1C	486/18 200 (200-½)			
S-LOC 1C	580/24 294 (300-½)			580/40 294 (300-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 1L

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
114.3 LDN R-088 Chan 90
088°
268°
116.3 CSN R-002 Chan 110

MISSED APCH FIX
OLIVR
AML 20
R-270 113.5 AML Chan 82
090°
270°
116.3 CSN R-002 Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

AML
R-190

R-270
R-088
011°
191°
10 NM
1499
1472
398
406
478
444±
IM
477±
531
545±
435±
682
583
514±
1900
*2900
3000
(3.1)
(3.5)
(4.4)
4000
088°
(18.3)

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312

DME or RADAR REQUIRED

CINNA INT
I-OIU 17.5
RADAR
FAZER
I-OIU 13.1
BIGGZ
I-OIU 9.7
MORCE
I-OIU 6.5
I-OIU 2.6
I-OIU 1.7
IM
4000
011°
3000
*2900
1900
GS 3.00°
TCH 55
* When assigned by ATC, intercept glidepath at 2900.
4.4 NM
3.5 NM
3.1 NM
3.9 NM
0.8
0.1

VGSI and ILS glidepath not coincident.

800	5000 hdg 240°	AML R-270 113.5	OLIVR

CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)			660/40 364 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

19R
19C
16L
1L
1C
1R
12
30
9400 X 150
11901 X 150
10301 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396
TDZE
296

011° 4.8 NM from FAF

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-AJU	APP CRS	Rwy Idg	10501
109.3	121°	TDZE	310
		Apt Elev	312

ILS or LOC/DME RWY 12

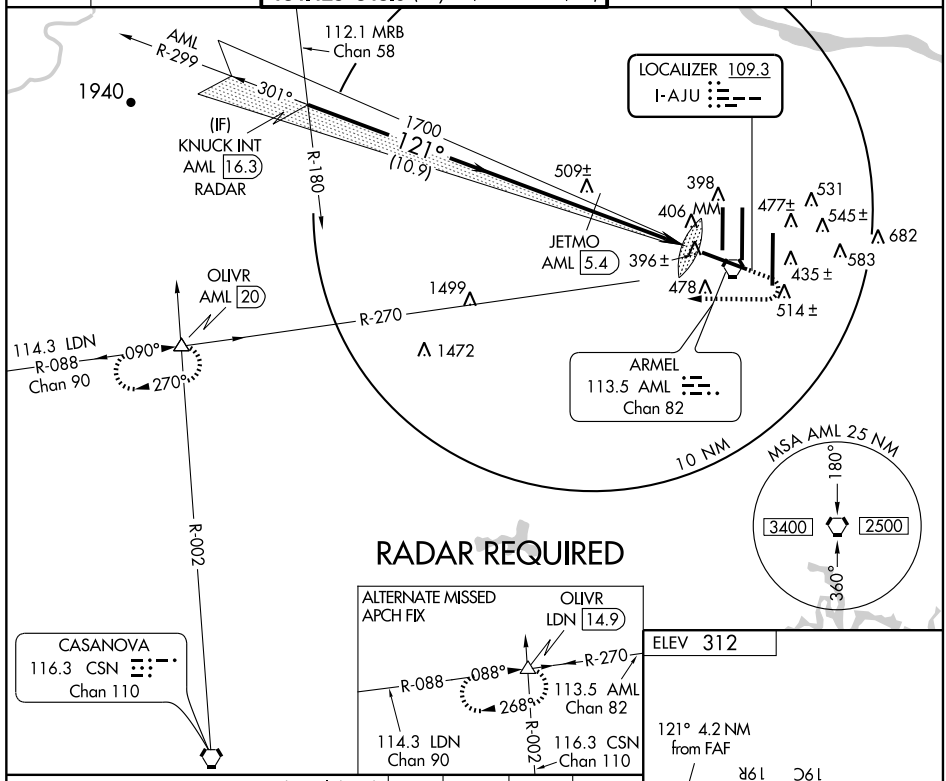
WASHINGTON DULLES INTL (IAD)

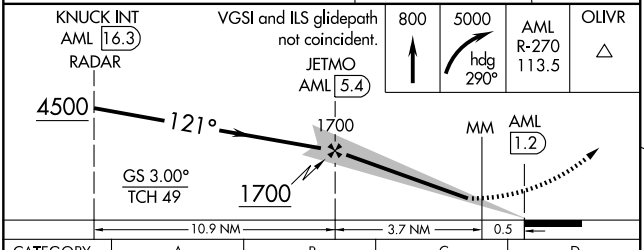
DME from AML VORTAC. Simultaneous reception of I-AJU and AML DME required.

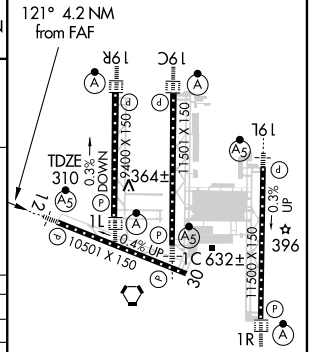
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200-½)			
S-LOC 12	660/24 350 (400-½)			660/40 350 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS or LOC/DME RWY 19C

WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

BOYDS
AML 16.4

*3700
191°
(3.7)

(IF)
ARKAY
AML 12.7

*2700
191°
(3.1)

ENEDE
AML 9.6

1500
191°
(3.8)

FEMKO
AML 5.8

1713

DME or RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

ARMEL
113.5 AML
Chan 82

405±
398
IM 531
406
477± 545±
682
435± 583
478
514±

MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
113.5 AML
Chan 82
116.3 CSN
Chan 110
400°
187°
R-083
R-187
ERACE INT
AML 13.3

LOCALIZER 111.3
I-DLX
R-187

ELEV 312
191° 3.7 NM from FAF
TDZE 272

19R 19C 16L 16L 12 1L 1C 30 1R
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

VGSI and ILS glidepath not coincident.

HOOSR AML 17.5 RADAR
BOYDS AML 16.4
ARKAY AML 12.7
ENEDE AML 9.6
FEMKO AML 5.8
5000
191°
4500
*3700
*2700
1500
GS 3.00°
TCH 54
IM AML 2.2
1500

3000
191°
AML R-187 113.5
ERACE INT AML 13.3

*When assigned by ATC, intercept glidepath at 2700 or 3700.

1.1 NM 3.7 NM 3.1 NM 3.8 NM 3.5 NM 0.2

CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	660/24 388 (400-½)			660/40 388 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS or LOC/DME RWY 19R

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.
LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
114.3 LDN
Chan 90
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

461
398
406
IM
531
545±
477±
682
583
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270
OLIVR
AML 20
R-002
1499
R-270
478
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1472

ELEV 312

191° 4.3 NM from FAF

TDZE
278

1R 1C 1L 1R 1C 1L

11501 X 150
11400 X 150
11500 X 150
10501 X 150

0.3% DOWN
0.4% UP
0.3% UP

364±
632±
396

12
30

1R

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

VGSI and ILS glidepath not coincident.

800	5000	AML R-270 113.5	OLIVR

LAUGH
I-ISU 11.3

4000
191°
3000
*2700
1700

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANTENNA
I-ISU 1.0
IM
I-ISU 0.2

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM — 4.1 NM — 3.1 NM — 3.1 — 1.1 — 0.1

CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS or LOC RWY 1R

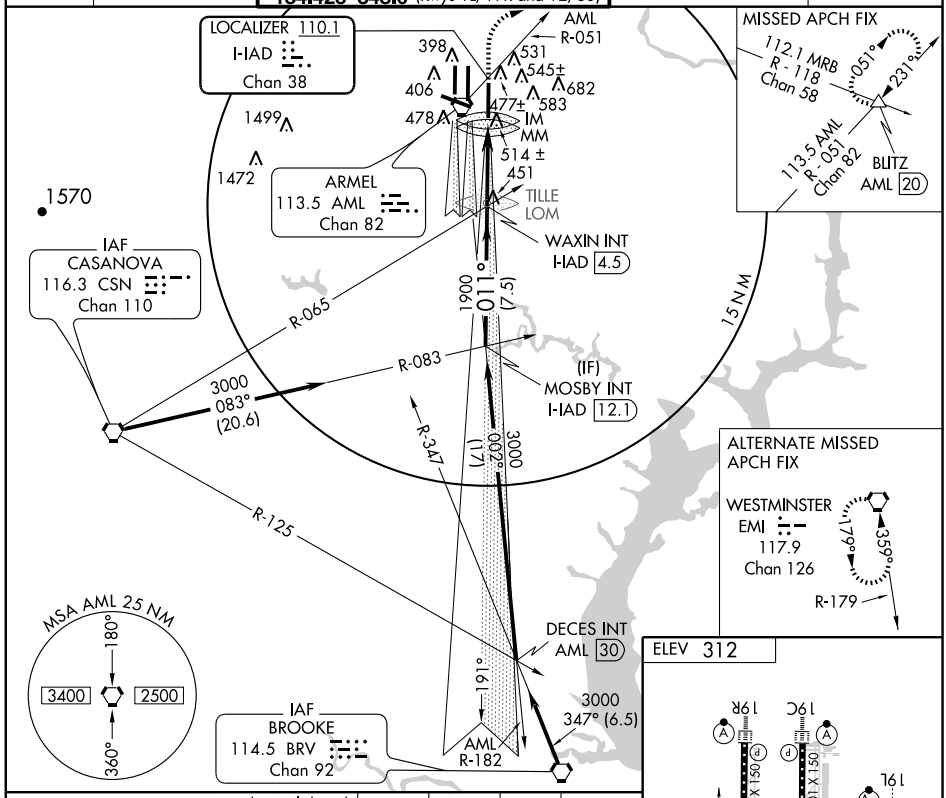
WASHINGTON DULLES INTL (IAD)

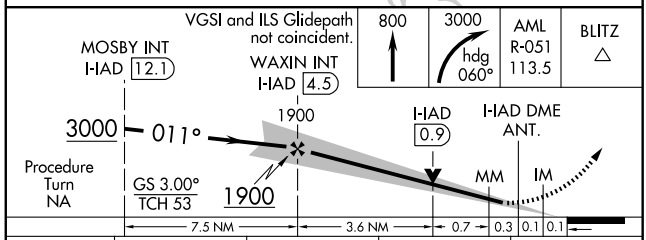
Simultaneous approach authorized with Rwy 1C or 1L. LOC procedure NA during simultaneous operations.

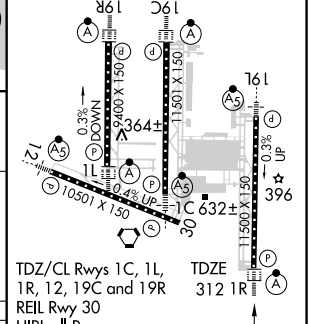
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SGC	APP CRS	Rwy Idg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 312

ILS or LOC RWY 19L

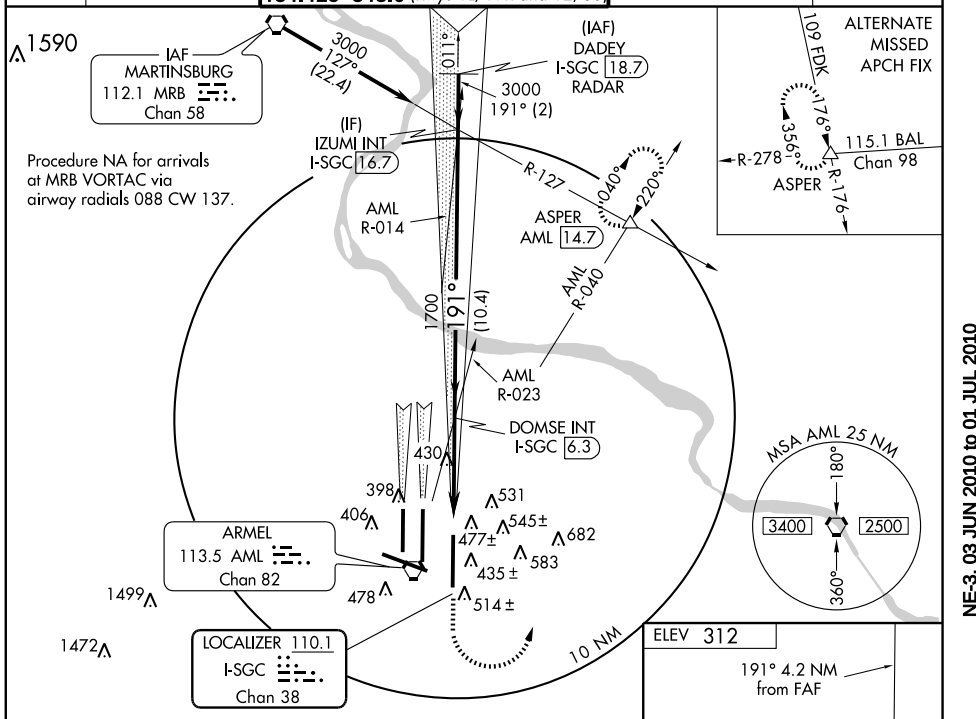
WASHINGTON DULLES INTL (IAD)

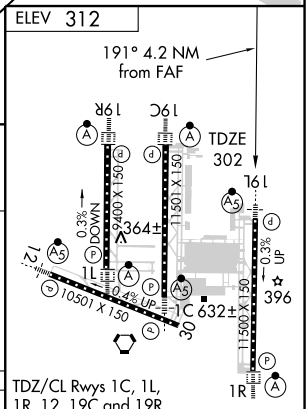
Simultaneous approach authorized with Rwy 19C or 19R.
LOC procedure NA during simultaneous operations.
*1800 RVR authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 010° and AML VORTAC R-040 to ASPER INT/AML 14.7 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

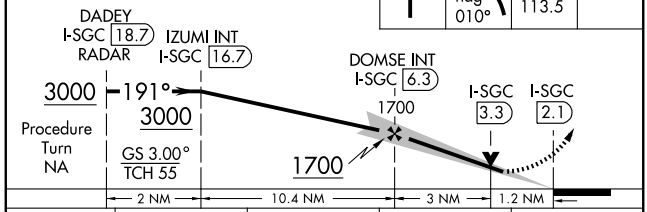




TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

VGSI and ILS glidepath not coincident.

800	3000 hdg 010°	AML R-040 113.5	ASPER △



CATEGORY	A	B	C	D
S-ILS 19L	* 502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)		740/40 438 (500-¾)	740/50 438 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT II)

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
114.3 LDN
R-088
Chan 90
088°
268°
116.3 CSN
R-002
Chan 110

MISSED APCH FIX
OLIVR
AML 20
R-270
113.5 AML
Chan 82
090°
270°
116.3 CSN
R-002
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

CASANOVA
116.3 CSN
Chan 110

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

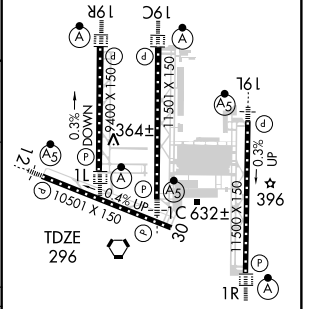
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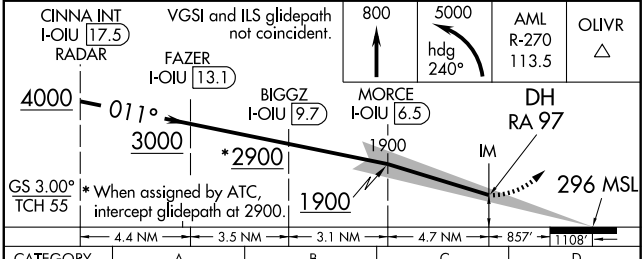
398
406
478
444±
1499
1472
R-270
477±
531
545±
435±
583
682
514±
1900
011°
(3.1)
*2900
011°
(3.5)
3000
011°
(4.4)
10 NM
R-088
AML
R-190
191°
4000
088°
(18.3)

MSA AML 25 NM
180°
3400
2500
360°

DME or RADAR REQUIRED

ELEV 312





CATEGORY	A	B	C	D
S-ILS 1L	RA 97/12 100 DA 396			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OIU	APP CRS	Rwy Idg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS RWY 1L (CAT III)

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1R or 1C.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VORTAC R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
088°
268°
114.3 LDN
R-088
Chan 90
116.3 CSN
R-002
Chan 110

MISSED APCH FIX
OLIVR
AML 20
090°
270°
R-270
113.5 AML
Chan 82
116.3 CSN
R-002
Chan 110

LOCALIZER 110.75
I-OIU
Chan 44 (Y)

ARMEL
113.5 AML
Chan 82

MORCE
I-OIU 6.5

BIGGZ
I-OIU 9.7

(IF)
FAZER
I-OIU 13.1

(IAF)
CINNA INT
I-OIU 17.5
RADAR

CASANOVA
116.3 CSN
Chan 110

4000
088°
(18.3)

R-088

AML
R-190

191°

R-270

1499

1472

398

406

477±

531

545±

435±

682

583

IM

478

514±

444±

1900

011°

(3.1)

*2900

011°

(3.5)

3000

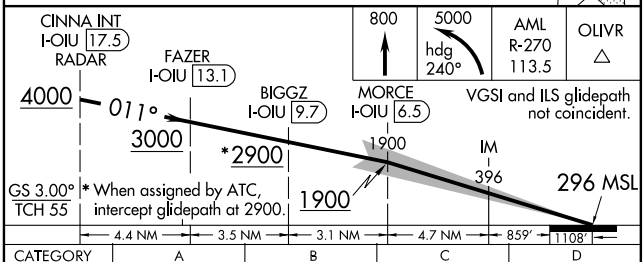
011°

(4.4)

10 NM

MSA AML 25 NM
180°
3400
2500
360°

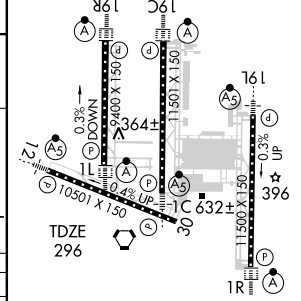
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1L		CAT IIIa	RVR 07	
S-ILS 1L		CAT IIIb	RVR 06	
S-ILS 1L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS RWY 1R (CAT II)

WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1C or 1L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

LOCALIZER 110.1
I-IAD
Chan 38

ARMEL
113.5 AML
Chan 82

IAF
CASANOVA
116.3 CSN
Chan 110

IAF
BROOKE
114.5 BRV
Chan 92

AML R-051

MISSED APCH FIX
112.1 MRB R-118 Chan 58
051°
231°
113.5 AML R-051 Chan 82
BLITZ AML 20

ALTERNATE MISSED APCH FIX
WESTMINSTER EMI
117.9
Chan 126
179°
359°
R-179

WAXIN INT
I-IAD 4.5

MOSBY INT
I-IAD 12.1
(IF)

DECES INT
AML 30

TILLE LOM

IM
MM

1570
1472
1499
398
406
478
531
545±
477±
583
682
514 ±
451

1900
011° (7.5)
3000
083° (20.6)
3000
002° (17)
3000
347° (6.5)
161°

R-065
R-083
R-347
R-125
15 NM

MSA AML 25 NM
180°
3400
2500
360°

ELEV 312

Procedure Turn NA

VGSI and ILS Glidepath not coincident.

800 | 3000 hdg 060° | AML R-051 113.5 | BLITZ

MOSBY INT
I-IAD 12.1

WAXIN INT
I-IAD 4.5

3000
011°
1900
1900

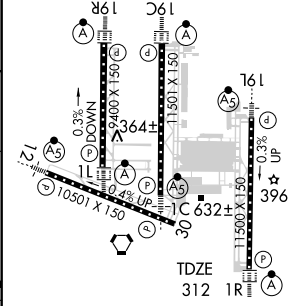
MM
I-IAD DME ANT.
DH 94 RA
IM
312 MSL

GS 3.00°
TCH 53

7.5 NM | 4.2 NM | 2311′ | 910′ | 1050′

CATEGORY	A	B	C	D
S-ILS 1R	RA 94/12	100 DA 412		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IAD	APP CRS	Rwy Idg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

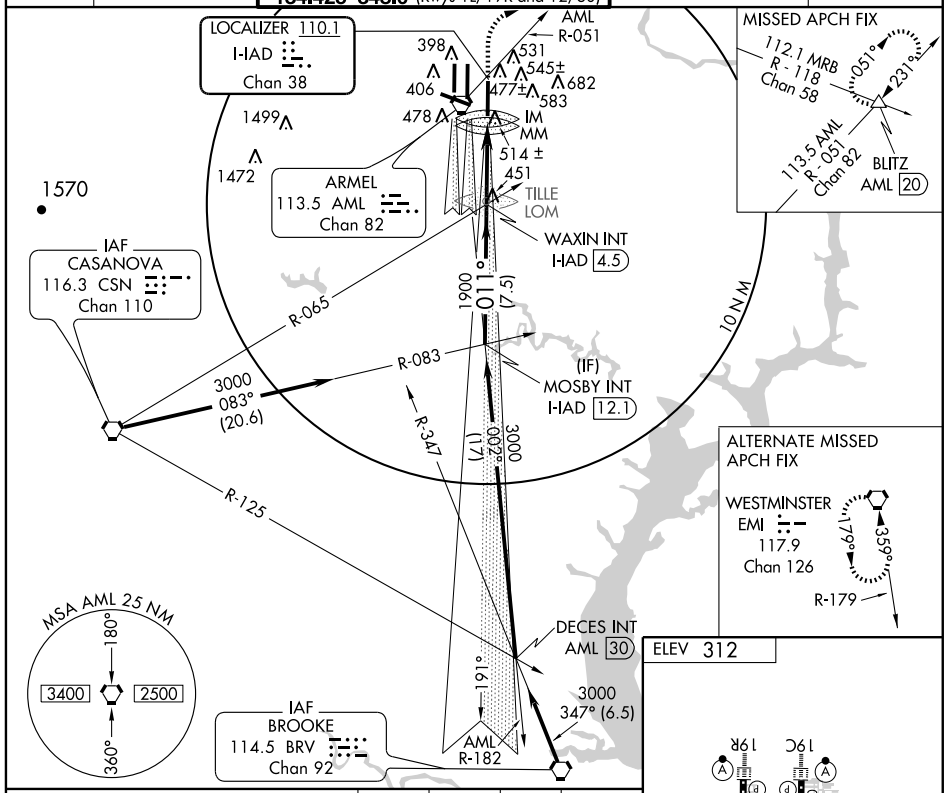
ILS RWY 1R (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 1C or 1L.

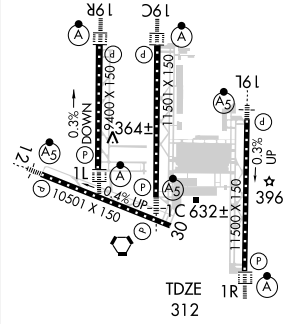
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VORTAC R-051 to BLITZ INT/AML 20 DME and hold.

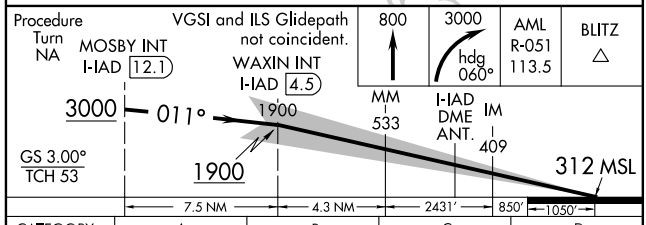
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



ELEV 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 1R		CAT IIIa	RVR 07	
S-ILS 1R		CAT IIIb	RVR 06	
S-ILS 1R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-DLX	APP CRS	Rwy Idg	11501
111.3	191°	TDZE	272
		Apt Elev	312

ILS RWY 19C (CAT II)
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

BOYDS
AML 16.4

*3700
191°
(3.7)

(IF)
ARKAY
AML 12.7

*2700
191°
(3.1)

ENEDE
AML 9.6

1500
191°
(3.8)

FEMKO
AML 5.8

DME or RADAR REQUIRED

10 NM

1713

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

405±

ARMEL
113.5 AML
Chan 82

398
406
IM 531
545±
477±
682
435±
583
478
514±

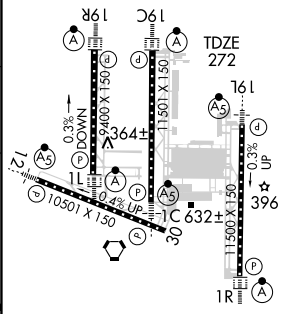
MSA AML 25 NM
180°
3400
2500
360°

MISSED APCH FIX
007°
187°
113.5 AML
Chan 82
116.3 CSN
Chan 110
R-083
R-187
ERACE INT
AML 13.3

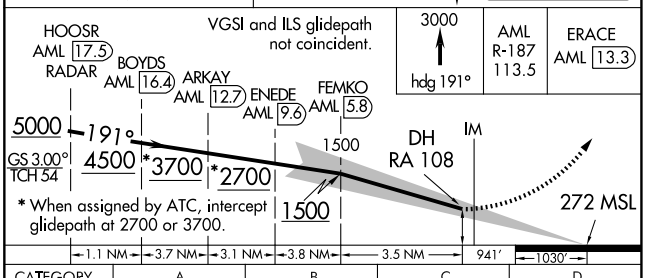
R-187

LOCALIZER 111.3
I-DLX

ELEV 312



VGSI and ILS glidepath not coincident.



3000
hdg 191°

AML
R-187
113.5

ERACE
AML 13.3

CATEGORY	A	B	C	D
S-ILS 19C	RA 108/12 100 DA 372			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-DLX	APP CRS	Rwy Idg 11501
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT III)
WASHINGTON DULLES INTL (IAD)

DME from AML VORTAC.
Simultaneous reception of I-DLX and AML DME required.
Simultaneous approach authorized with Rwy 19L or 19R.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VORTAC R-187 to ERACE INT/AML 13.3 DME and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MARTINSBURG
112.1 MRB
Chan 58

5000
124° (20.6)

4500
191° (1.1)

(IAF)
HOOSR
AML 17.5
MRB 20.6
RADAR

011°

BOYDS
AML 16.4

*3700
191° (3.7)

(IF)
ARKAY
AML 12.7

*2700
191° (3.1)

ENEDE
AML 9.6

1500
191° (3.8)

FEMKO
AML 5.8

405±

ARMEL
113.5 AML
Chan 82

398
406
IM 531
545±
477±
682
435±
583
478
514±

DME or RADAR REQUIRED

10 NM

1713

ALTERNATE MISSED APCH FIX
052°
232°
R-052
CASANOVA
CSN
116.3
Chan 110

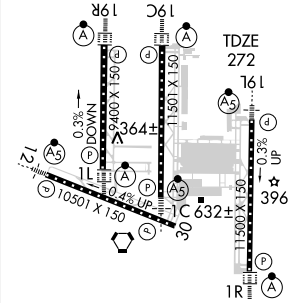
MSA AML 25 NM
180°
3400
2500
360°

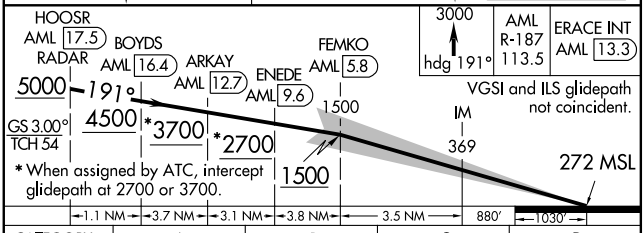
MISSED APCH FIX
007°
187°
113.5 AML
Chan 82
116.3 CSN
Chan 110
R-083
R-187
ERACE INT
AML 13.3

R-187

LOCALIZER 111.3
I-DLX

ELEV 312





3000
hdg 191°

AML R-187 113.5

ERACE INT AML 13.3

VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 19C		CAT IIIa	RVR 07	
S-ILS 19C		CAT IIIb	RVR 06	
S-ILS 19C		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT II)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX

OLIVR
LDN 14.9
R-002
114.3 LDN
Chan 90
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

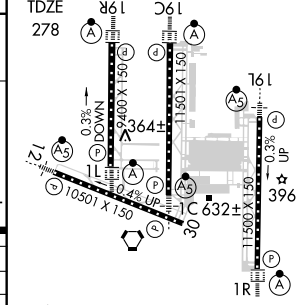
LOCALIZER 110.75
I-ISU
Chan 44 (Y)

461
398
406
IM
531
545±
477±
682
583
435±
514±

ARMEL
113.5 AML
Chan 82

AML
R-270
R-002
OLIVR
AML 20
1499
R-270
478
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1472

ELEV 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

BEEZY INT
I-ISU 16
RADAR

LAUGH
I-ISU 11.3

CLAYY
I-ISU 7.2

MULKY
I-ISU 4.1

I-ISU DME ANT.

VGSI and ILS glidepath not coincident.

800	5000	AML R-270 113.5	OLIVR △

4000
3000
*2700
1700
DH
IM RA 103
278 MSL

GS 3.00°
TCH 55

* When assigned by ATC, intercept glidepath at 2700.

4.7 NM | 4.1 NM | 3.1 NM | 4.1 NM | 878′ | 1050′

CATEGORY	A	B	C	D
S-ILS 19R	RA 103/12 100 DA 378			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ISU	APP CRS	Rwy Idg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19L.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VORTAC R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

ALTERNATE MISSED APCH FIX
OLIVR
LDN 14.9
R-002
114.3 LDN
Chan 90
088°
R-088
268°
CSN 116.3
Chan 110

MARTINSBURG
112.1 MRB
Chan 58

4000
123°
(19.6)

011°

117.9 EMI
Chan 126

(IAF)
BEEZY INT
I-ISU 16
MRB 19.6
RADAR

R-244
R-123

3000
191°
(4.7)

(IF)
LAUGH
I-ISU 11.3

10 NM

*2700
191°
(4.1)

CLAYY
I-ISU 7.2

1700
191°
(3.1)

MULKY
I-ISU 4.1

LOCALIZER 110.75
I-ISU
Chan 44 (Y)

461
398
406
IM
ARMEL
113.5 AML
Chan 82

531
545±
477±
682
583
435±
514±

DME or RADAR REQUIRED

1940

MSA AML 25 NM
180°
3400
2500
360°

AML
R-270
OLIVR
AML 20
R-002
114.3 LDN
Chan 90
R-088
090°
270°
CSN 116.3
Chan 110
1499
R-270
478
1472

ELEV 312

VGSI and ILS glidepath not coincident.	800	5000	AML R-270 113.5	OLIVR

BEEZY INT
I-ISU 16
RADAR
LAUGH
I-ISU 11.3
CLAYY
I-ISU 7.2
MULKY
I-ISU 4.1
I-ISU DME ANTENNA
IM
4000
3000
*2700
1700
1700
378
278 MSL
GS 3.00°
TCH 55
* When assigned by ATC, intercept glidepath at 2700.
4.7 NM
4.1 NM
3.1 NM
4.1 NM
883′
1050′

CATEGORY	A	B	C	D
S-ILS 19R		CAT IIIa	RVR 07	
S-ILS 19R		CAT IIIb	RVR 06	
S-ILS 19R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZE
278
19R
19C
19L
12
1L
1C
30
1R
10501 X 150
11501 X 150
9400 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

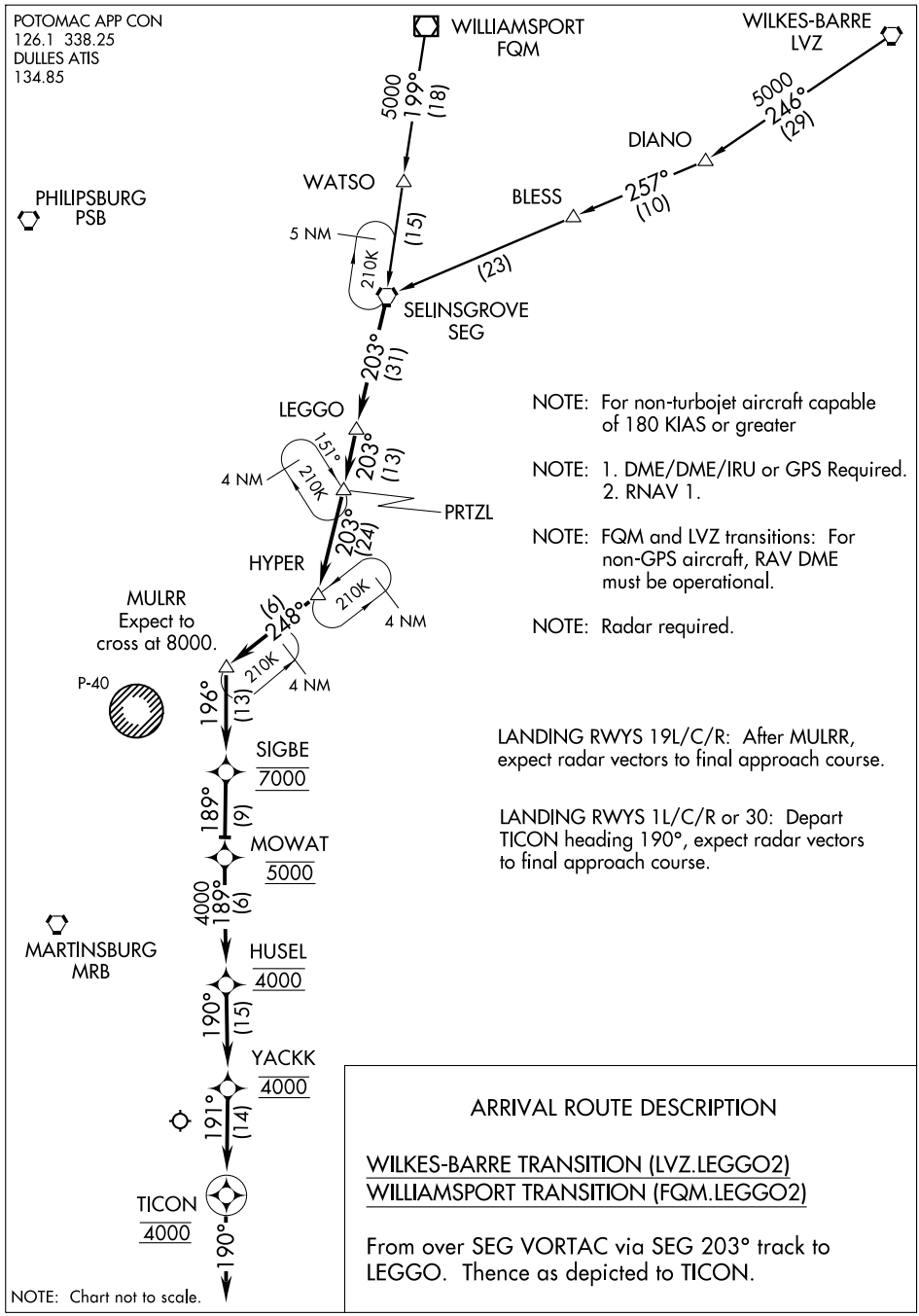
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

(LEGGO.LEGGO2) 09015 ST-5100 (FAA)

LEGGO TWO ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC



NOTE: For non-turbojet aircraft capable of 180 KIAS or greater

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

NOTE: FQM and LVZ transitions: For non-GPS aircraft, RAV DME must be operational.

NOTE: Radar required.

LANDING RWYS 19L/C/R: After MULRR, expect radar vectors to final approach course.

LANDING RWYS 1L/C/R or 30: Depart TICON heading 190°, expect radar vectors to final approach course.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.LEGGO2)
WILLIAMSPORT TRANSITION (FQM.LEGGO2)

From over SEG VORTAC via SEG 203° track to LEGGO. Thence as depicted to TICON.

NE-3, 03 JUN 2010 to 01 JUL 2010

PHILIPSBURG TWO ARRIVAL

WASHINGTON DULLES INTL
WASHINGTON, DC

POTOMAC APP CON
126.1 338.25
DULLES ATIS
134.85

PHILIPSBURG
115.5 PSB
Chan 102
N40°54.98′ - W77°59.56′
L-30, H-10-12

SELINSGROVE
110.4 SEG
Chan 41

5000
151°
(65)

R-201

44

210K

PRTZL
N40°04.34′
W77°06.40′

HYPER
N39°41.04′
W77°13.51′

201°
(24)

LANCASTER
117.3 LRP
Chan 120

R-248

MARTINSBURG
112.1 MRB
Chan 58

50

34

V39-143

210K

245°
(6)

P-40
R-4009

R-065

28

210K

R-323

R-304

WESTMINSTER
117.9 EMI
Chan 126

MULRR
N39°37.89′ - W77°20.14′
Expect to cross at
10000 at 250 KIAS.

4000
196°
(42)

R-016

NOTE: For turbojet aircraft only.
NOTE: Radar required.

NOTE: Chart not to scale.

ARMEL
113.5 AML
Chan 82
N38°56.08′ - W77°28.00′

ARRIVAL ROUTE DESCRIPTION

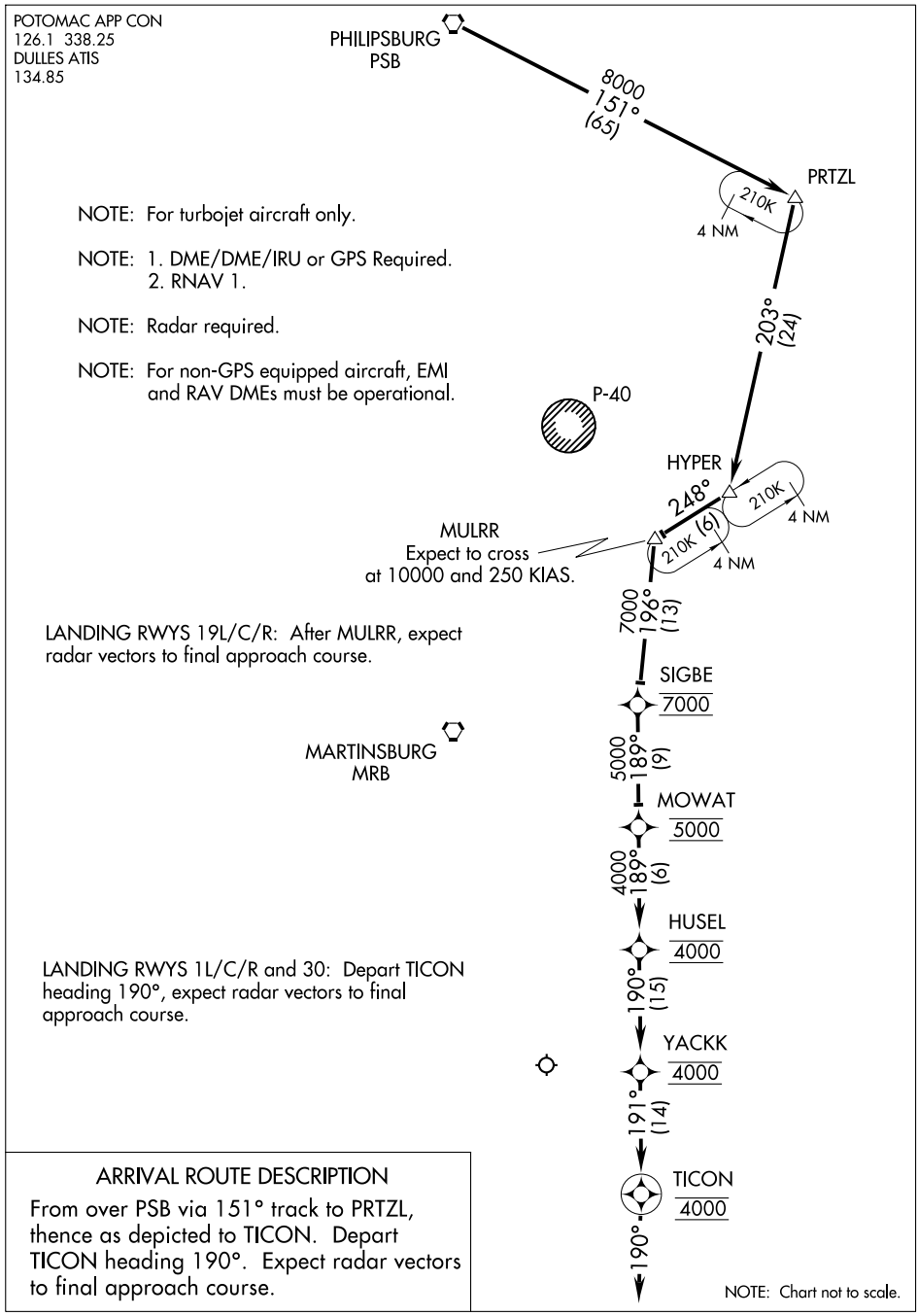
From over PSB via R-151 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML.
Expect radar vectors to final approach course.

NE-3, 03 JUN 2010 to 01 JUL 2010

(PRTZL.PRTZL3) 09015 ST-5100 (FAA)

PRTZL THREE ARRIVAL (RNAV)

WASHINGTON DULLES INTL
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

From over PSB via 151° track to PRTZL, thence as depicted to TICON. Depart TICON heading 190°. Expect radar vectors to final approach course.

NE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	9400
CH 99309	011°	TDZE	296
W01D		Apt Elev	312

RNAV (GPS) RWY 1L
WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct COCAV and via 300° track to PRISM and via 346° track to MRB VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MISSED APCH FIX
MARTINSBURG
MRB
292°
112°
4 NM

346°
PRISM
300°
COCAV
398
406
RW01L
477±
531
545±
682
583
435±
1499
478
514±
444±
1472
(FAF)
MORCE
1900
011°
(6.6)
(IF)
FAZER
3000
011°
(4.4)
(IAF)
CINNA
CASANOVA
CSN
4000
092°
(18.3)

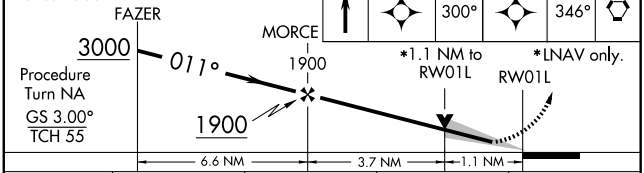
MSA RW01L 25 NM
3400

Procedure NA for arrivals at CSN VORTAC via V286 northwest bound.

ELEV 312

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

VSGI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	496/24 200 (200-½)			
LNAV/VNAV DA	828/60 532 (600- 1¼)			
LNAV MDA	720/24 424 (500-½)		720/40 424 (500-1)	720/50 424 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10501
CH 86310	121°	TDZE	310
W12A		Apt Elev	312

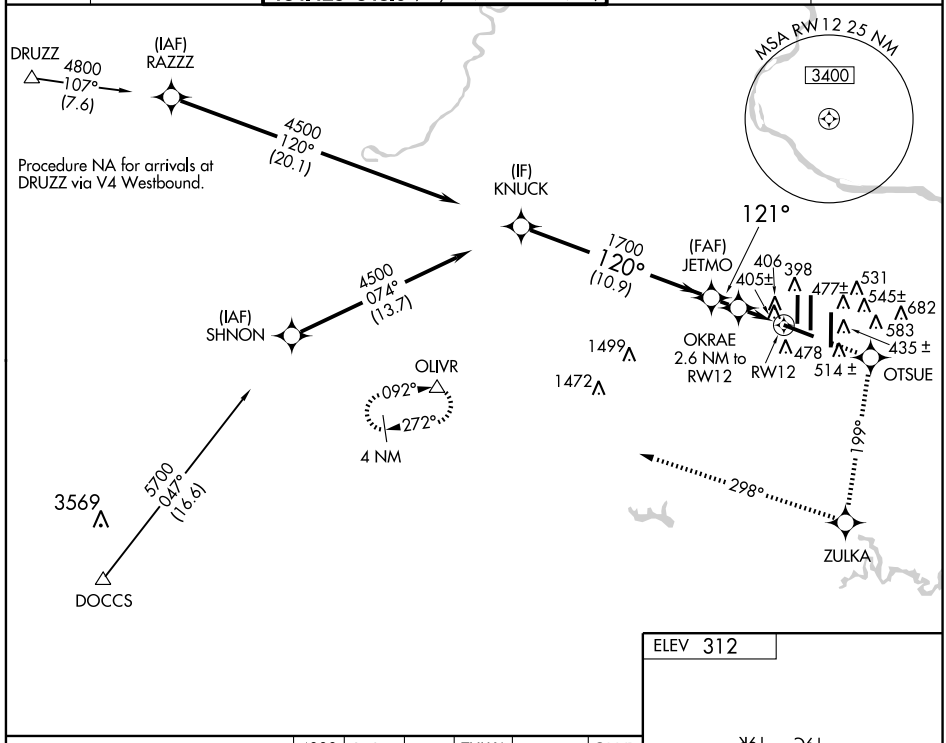
RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

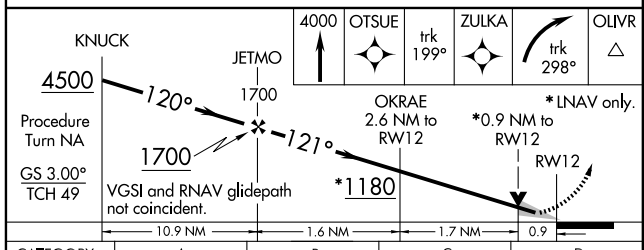
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

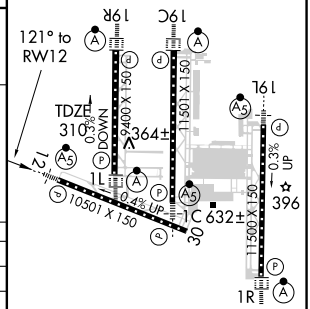
MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8





CATEGORY	A	B	C	D
LPV DA	510/24 200 (200-½)			
LNAV/VNAV DA	729/50 419 (500-1)			
LNAV MDA	660/24 350 (400-½)			660/50 350 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9400
CH 86709	191°	TDZE	278
W19D		Apt Elev	312

RNAV (GPS) RWY 19R

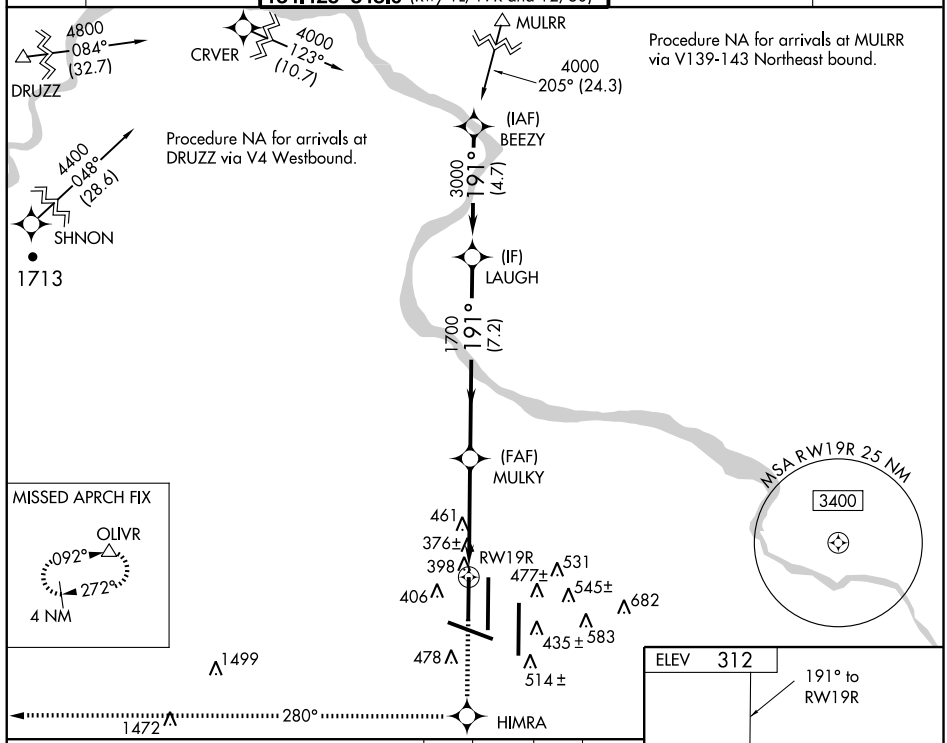
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HIMRA and via 280° track to OLIVR and hold, continue climb-in-hold to 5000.

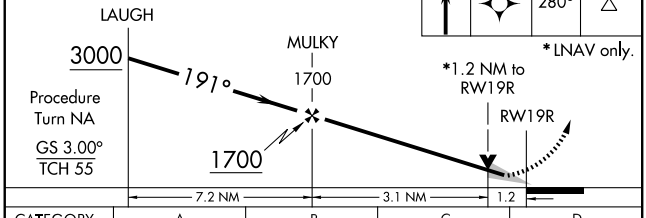
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

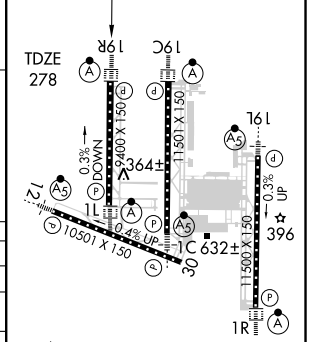


VGSI and RNAV glidepath not coincident.

5000	HIMRA	trk 280°	OLIVR

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	478/24	200 (200-½)		
LNAV/VNAV DA	714/50	436 (500-1)		
LNAV MDA	720/24	442 (500-½)	720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1	628 (700-1)	940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11501
CH 97509	011°	TDZE	286
W01B		Apt Elev	312

RNAV (GPS) Y RWY 1C

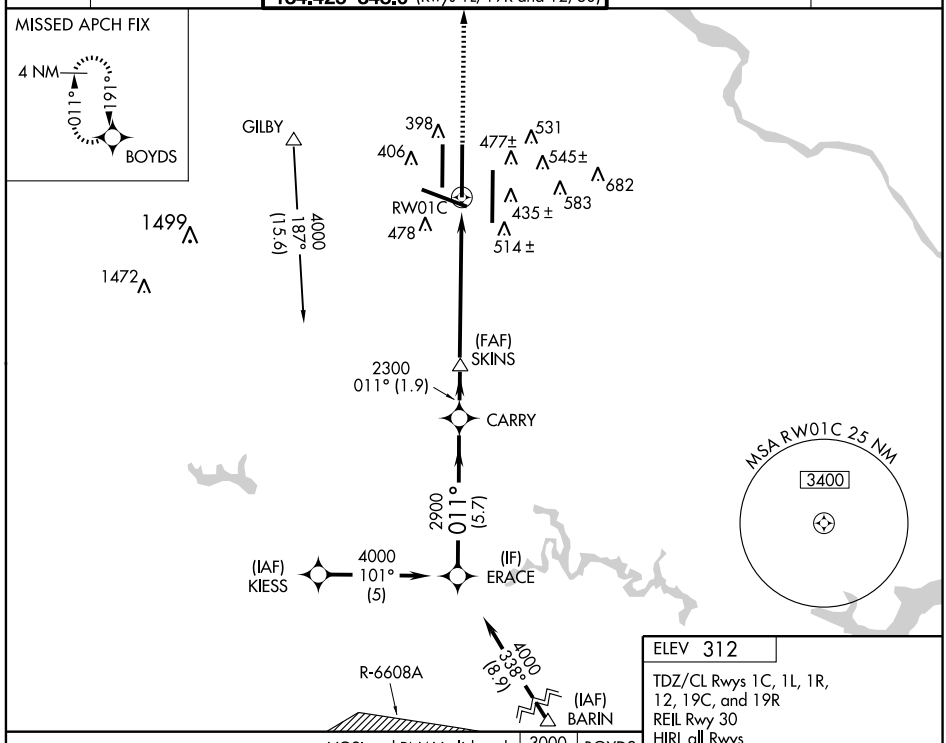
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

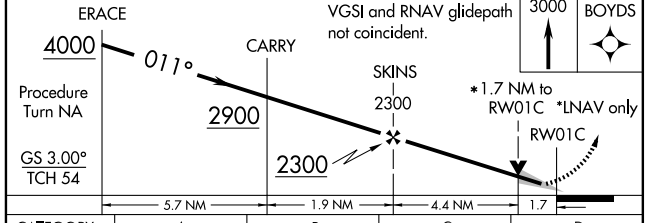
MISSED APPROACH: Climb to 3000 direct BOYDS and hold.

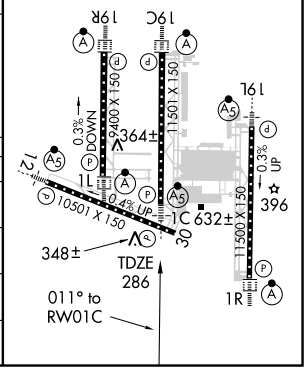
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



ELEV 312

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys





CATEGORY	A	B	C	D
LPV DA	486/24 200 (200-½)			
LNAV/VNAV DA	785/60 499 (500-1¼)			
LNAV MDA	900/24 614 (600-½)		900/60 614 (600-1¼)	900-1½ 614 (600-1½)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	11500
CH 56409	011°	TDZE	312
W01A		Apt Elev	312

RNAV (GPS) Y RWY 1R

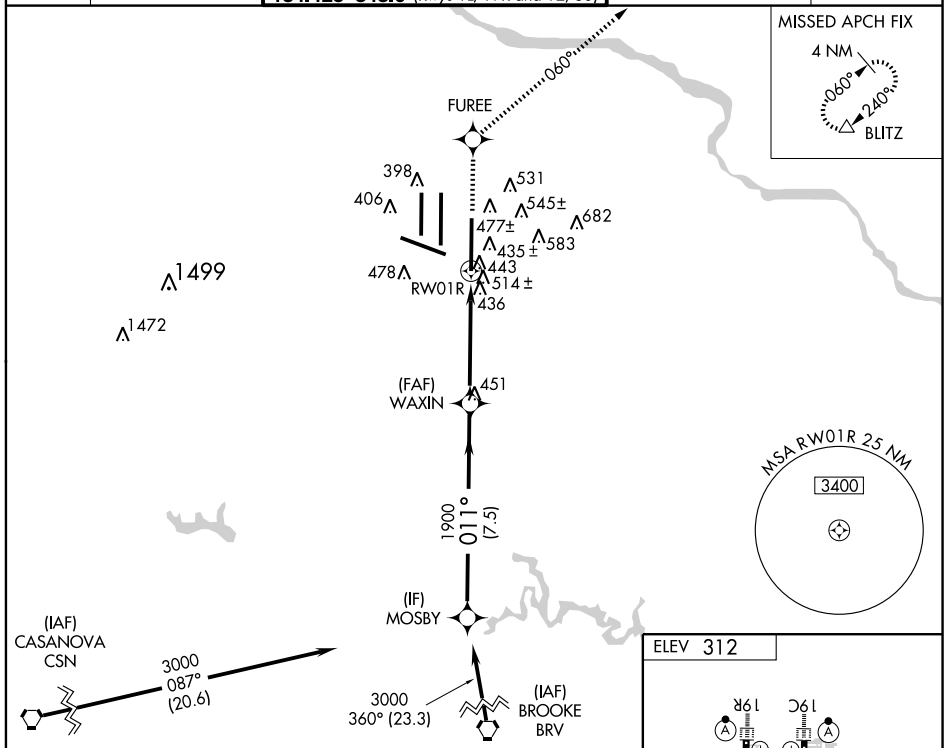
WASHINGTON DULLES INTL (IAD)

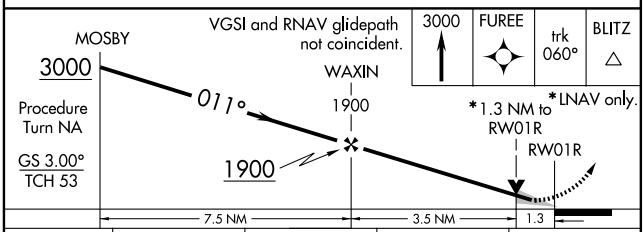
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

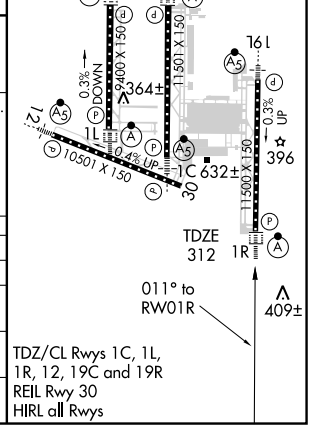
ALSF-2

MISSED APPROACH: Climb to 3000 direct FUREE and via 060° track to BLITZ and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8







CATEGORY	A	B	C	D
LPV DA	512/24 200 (200-½)			
LNAV/VNAV DA	739/50 427 (500-1)			
LNAV MDA	800/24 488 (500-½)		800/40 488 (500-¾)	800/50 488 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	11501
CH 40305	191°	TDZE	272
W19B		Apt Elev	312

RNAV (GPS) Y RWY 19C

WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOPAC and via 242° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

Procedure NA for arrivals at DRUZZ via V4 West bound.

Procedure NA for arrivals at MULRR via V139-143 Northeast bound.

MULRR
4000
206° (20.1)
(IAF)
DIMKE
CRVER
4000
101°
(10.6)
4800
084°
(32.7)
DRUZZ
4000
191°
(6)
(IF)
BOYDS
4400
048°
(28.6)
1500
191°
(10.6)
(FAF)
FEMKO
1940
SHNON
RW19C
430 477±
398
531
406
545±
682
583
478
435±
514 ±
1499
1472
BOPAC
242°
MSA RW19C 25 NM
3400

MISSED APCH FIX
4 NM
207°
027°
CASANOVA
CSN

4000	BOPAC	trk 242°	CSN

VGSI and RNAV glidepath not coincident.

*LNAV only.
*1.1 NM to RW19C
RW19C
FEMKO
191°
BOYDS
4000
Procedure Turn NA
GS 3.00°
TCH 54
1500
1.1
2.6 NM
10.6 NM

ELEV 312
191° to RW19C
19R
19C
TDZE 272
16L
11501 X 150
0.3% DOWN
9400 X 150
364±
1L
0.4% UP
10501 X 150
1C
632±
30
11500 X 150
0.3% UP
396
1R
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	472/24 200 (200-½)			
LNAV/VNAV DA	717/50 445 (500-1)			
LNAV MDA	680/24 408 (400-½)		680/40 408 (400-¾)	680/50 408 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11500
CH 58105	191°	TDZE	302
W19A		Apt Elev	312

RNAV (GPS) Y RWY 19L

WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

Procedure NA for arrivals at DRUZZ via V4 Westbound.

Procedure NA for arrivals at MULRR via V139-143 Northeast bound.

MULRR

(IAF) YYANG

4000 203° (19.8)

CRVER

4000 101° (11.7)

4800 084° (32.7)

DRUZZ

3000 191° (6.7)

(IF) IZUMI

4400 048° (28.6)

1700 191° (10.4)

1940

SHNON

(FAF) DOMSE

RW19L

510±

398 406 498 531 545± 682 583 478 435± 514±

1499 1472

MSA RW19L 25 NM

3400

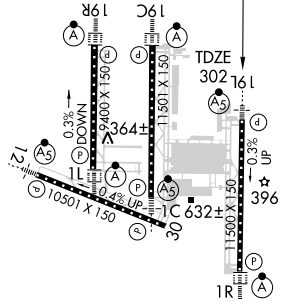
WAXIN

191° 011°

4 NM

ELEV 312

191° to RW19L



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

2000 WAXIN

VGSI and RNAV glidepath not coincident.

*LNAV only.

*1.4 NM to RW19L

RW19L

DOMSE

191°

1700

IZUMI

3000

Procedure Turn NA

GS 3.00°
TCH 55

1.4 2.8 NM 10.4 NM

CATEGORY	A	B	C	D
LPV DA	502/24 200 (200-½)			
LNAV/VNAV DA	829/60 527 (600-1¼)			
LNAV MDA	820/24 518 (600-½)		820/50 518 (600-1)	820/60 518 (600-1¼)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11501
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C

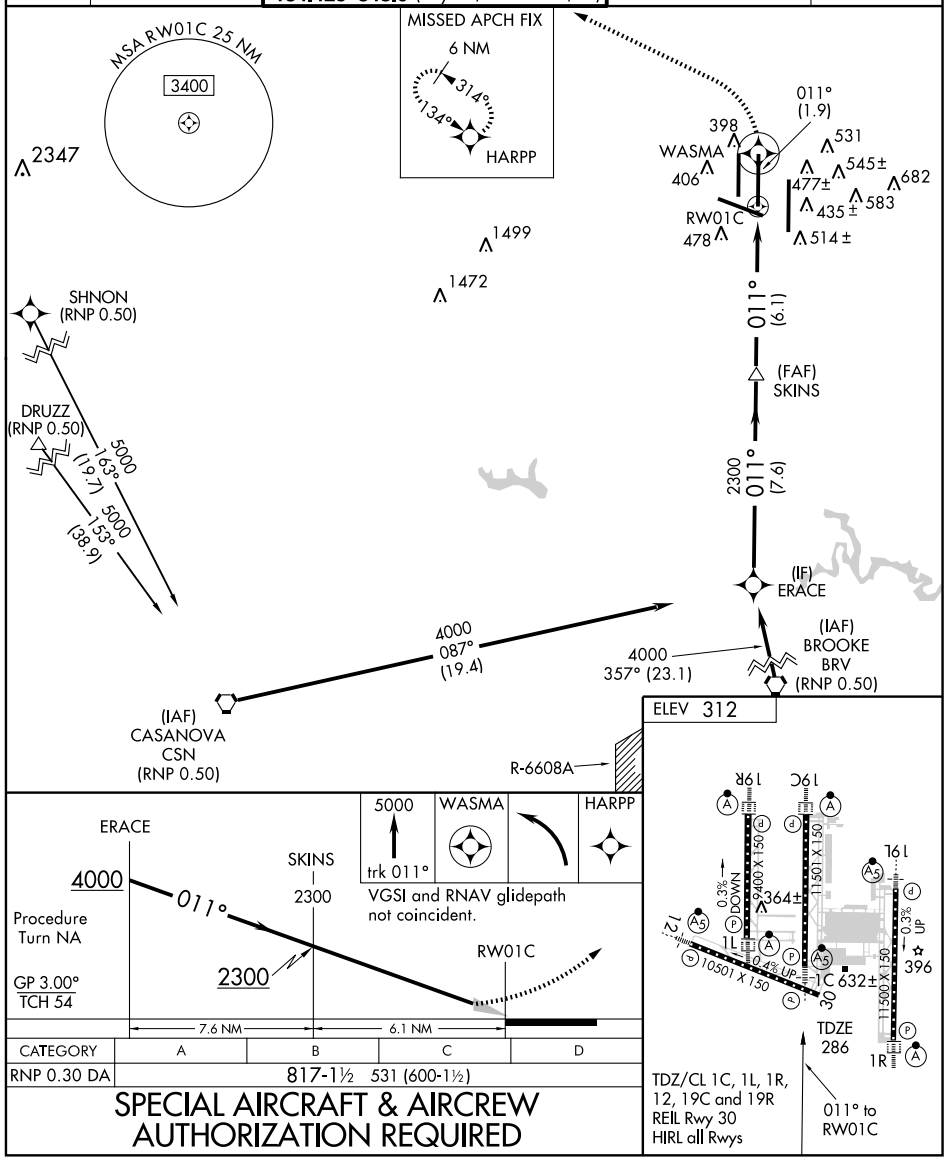
WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5000 via track 011° to WASMA and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8



CATEGORY	A	B	C	D
RNP 0.30 DA	817-1½	531 (600-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11500
011°	TDZE	312
	Apt Elev	312

RNAV (RNP) Z RWY 1R

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (118°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

1940

MSA RW01R 25 NM
3400

MISSED APCH FIX
6 NM
314°
134°
HARPP

1499
1472

304° (25.2)
FUREE
011° (4.9)
398
531
406
545±
682
477±
435±
583
478
514±
439
RW01R

011° (4.8)
(FAF)
WAXIN

1900
011° (7.5)
(IF)
MOSBY

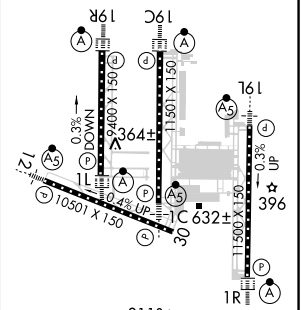
SHNON
(RNP 0.50)
5000
143° (19.7)
5000
153° (38.9)
DRUZZ
(RNP 0.50)

3000
360° (23.3)
(IAF)
BROOKE
BRV
(RNP 0.50)

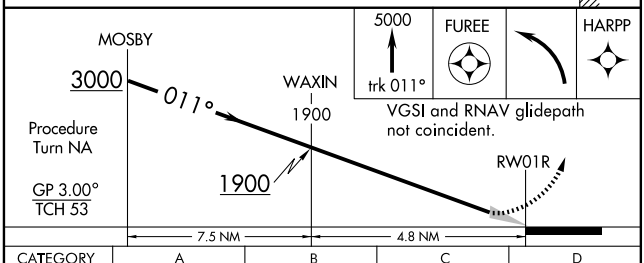
3000
087° (20.6)
(IAF)
CASANOVA
CSN
(RNP 0.50)

R-6608A
R-6608B

ELEV 312



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	767/50		455 (500-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	11501
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

CRVER
Max 220 KIAS.
4000
101°
(10.6)

MULRR
(RNP 0.50)
(IAF)
DIMKE
4000
206° (20.1)

4100
084°
(32.7)
DRUZZ
(RNP 0.50)

4000
191°
(6)

4000
(12.6)

(IF)
BOYDS

BGBRO
Max 210 KIAS.

4100
048°
(28.6)

2500
191°
(7.4)

4000
024°
(9.9)

MSA RW19C 25 NM
3400

CIREP

1940
SHNON
(RNP 0.50)

1500
191°
(3.2)

(FAF)
FEMKO

(IAF)
TRING
(RNP 0.50)
RF Required.

191°
(3.7)

430 ±
398
RW19C
531
406
477±
545±
682
583
435 ±
478
514 ±
191°
(4.9)
1499
1472
265°
(21.7)
BOPAC

MISSED APCH FIX
BLUES
076°
256°
5 NM

ELEV 312

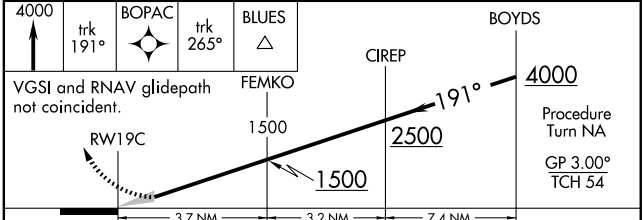
191° to
RW19C

TDZE
272

19R
19C
19L
16L
12
1L
1C
1R
30
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

4000	trk 191°	BOPAC	trk 265°	BLUES

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.30 DA	740/60 468 (500-1¼)			

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11500
191°	TDZE	302
	Apt Elev	312

RNAV (RNP) Z RWY 19L

WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

MULRR (RNP 0.50)
4000
203° (19.8)
(IAF) YYANG
4000 101° (11.7)
CRVER
4100 084° (32.7)
DRUZZ (RNP 0.50)
4100 048° (28.6)
SHNON (RNP 0.50) 1736
3000 191° (6.7)
3000 (13.1)
(IF) IZUMI
PERTE Max 210 KIAS.
1700 191° (10.4)
4000 031° (9.1)
(IAF) TRING (RNP 0.50) RF Required.
(FAF) DOMSE
191° (4.2)
MSA RW19L 25 NM 3400
477±
531
398
406
545±
682
RW19L
583
435±
478
514±
191° (6.7)

MISSED APCH FIX
WAXIN
191°
011°
4 NM

ELEV 312
191° to RW19L
TDZE 302
19R 19C 19L 1L 1C 1R 12 30
9400 X 150
11501 X 150
10501 X 150
11500 X 150
0.3% DOWN
0.4% UP
0.3% UP
364±
632±
396

2000 trk 191° WAXIN

VGSI and RNAV glidepath not coincident.

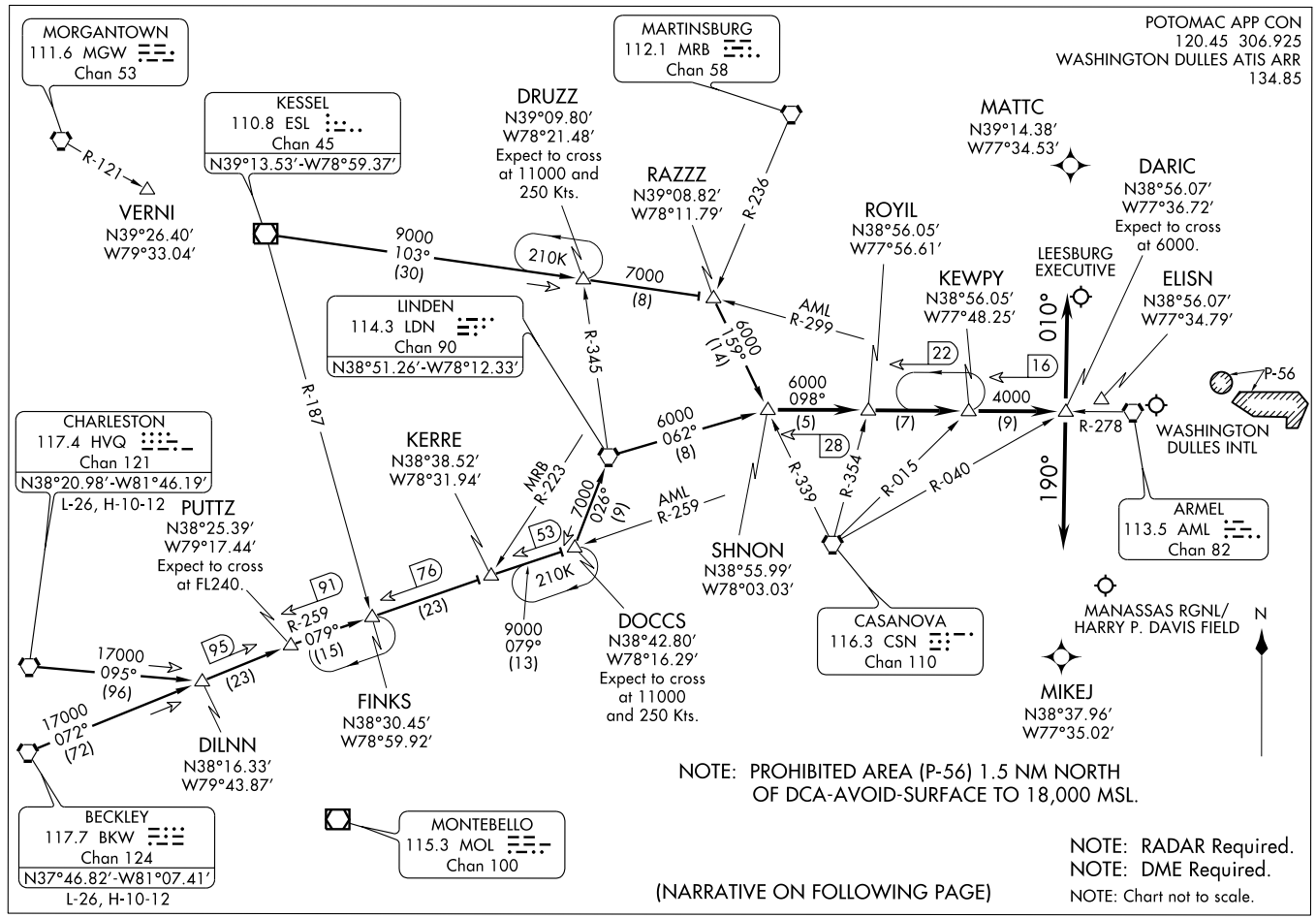
IZUMI 3000
DOMSE 1700
191°
RW19L 1700
Procedure Turn NA
GP 3.00° TCH 55
4.2 NM 10.4 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	743/50 441 (500-1)			

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NE-3, 03 JUN 2010 to 01 JUL 2010



POTOMAC APP CON
120.45 306.925
WASHINGTON DULLES ATIS ARR
134.85

ROYIL TWO ARRIVAL (ROYIL.ROYIL2) 09183

ST-5100 (FAA)

WASHINGTON, DC

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence

KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

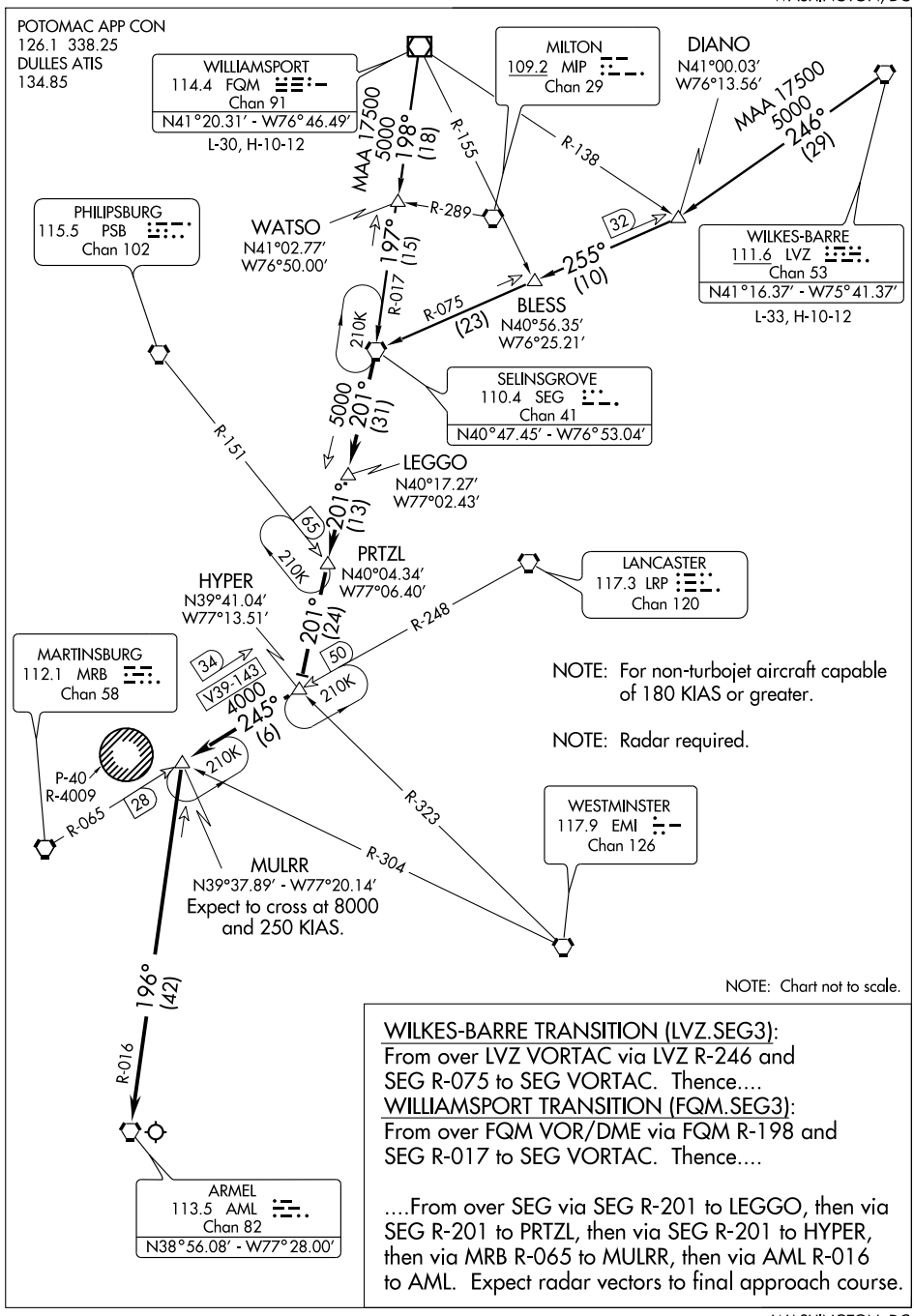
LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 03 JUN 2010 to 01 JUL 2010

(SEG.SEG3) 08101 ST-5100 (FAA)

WASHINGTON DULLES INTL
WASHINGTON, DC

SELINSGROVE THREE ARRIVAL

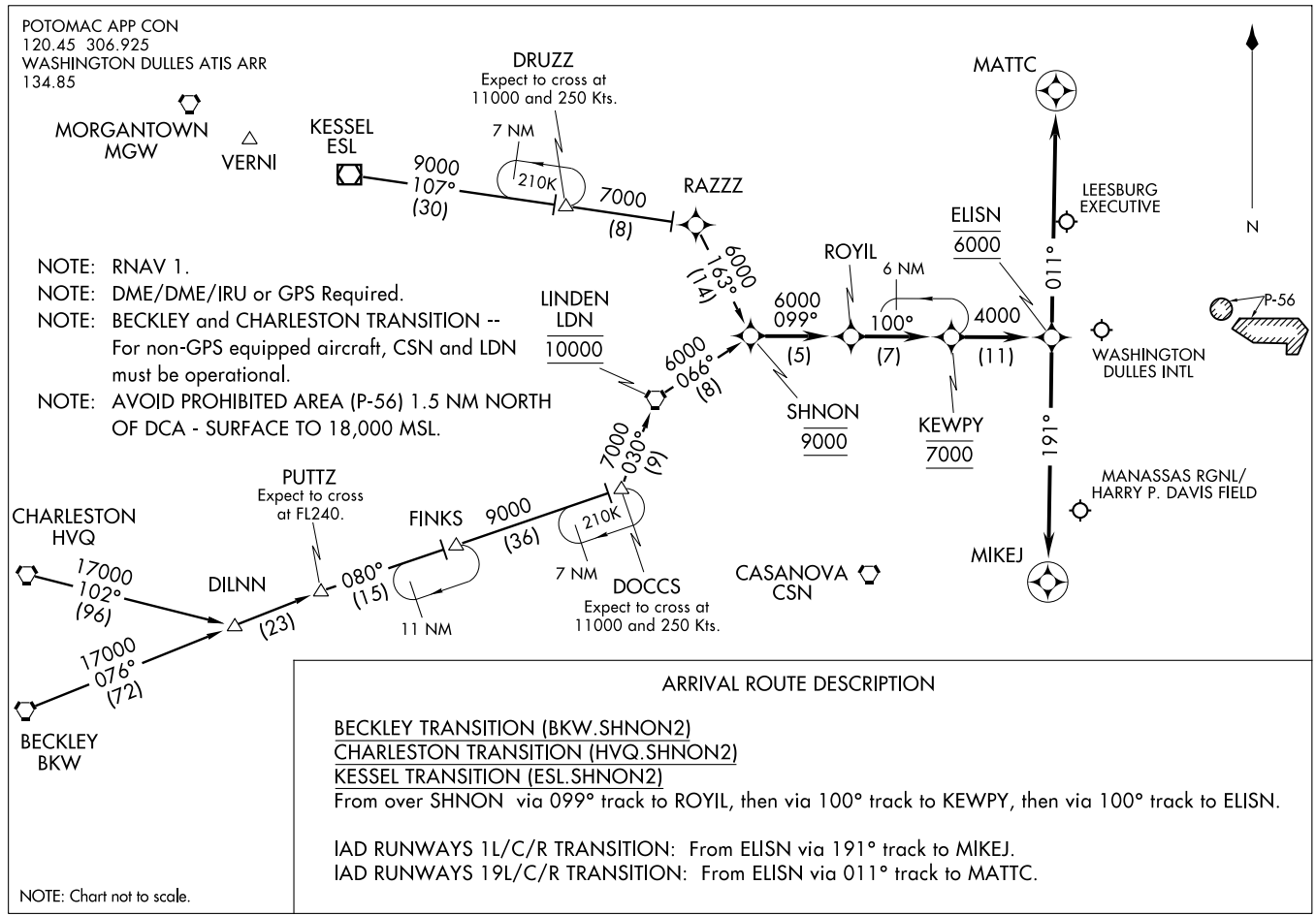


WILKES-BARRE TRANSITION (LVZ.SEG3):
From over LVZ VORTAC via LVZ R-246 and SEG R-075 to SEG VORTAC. Thence....

WILLIAMSPORT TRANSITION (FQM.SEG3):
From over FQM VOR/DME via FQM R-198 and SEG R-017 to SEG VORTAC. Thence....

....From over SEG via SEG R-201 to LEGGO, then via SEG R-201 to PRTZL, then via SEG R-201 to HYPER, then via MRB R-065 to MULRR, then via AML R-016 to AML. Expect radar vectors to final approach course.

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ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

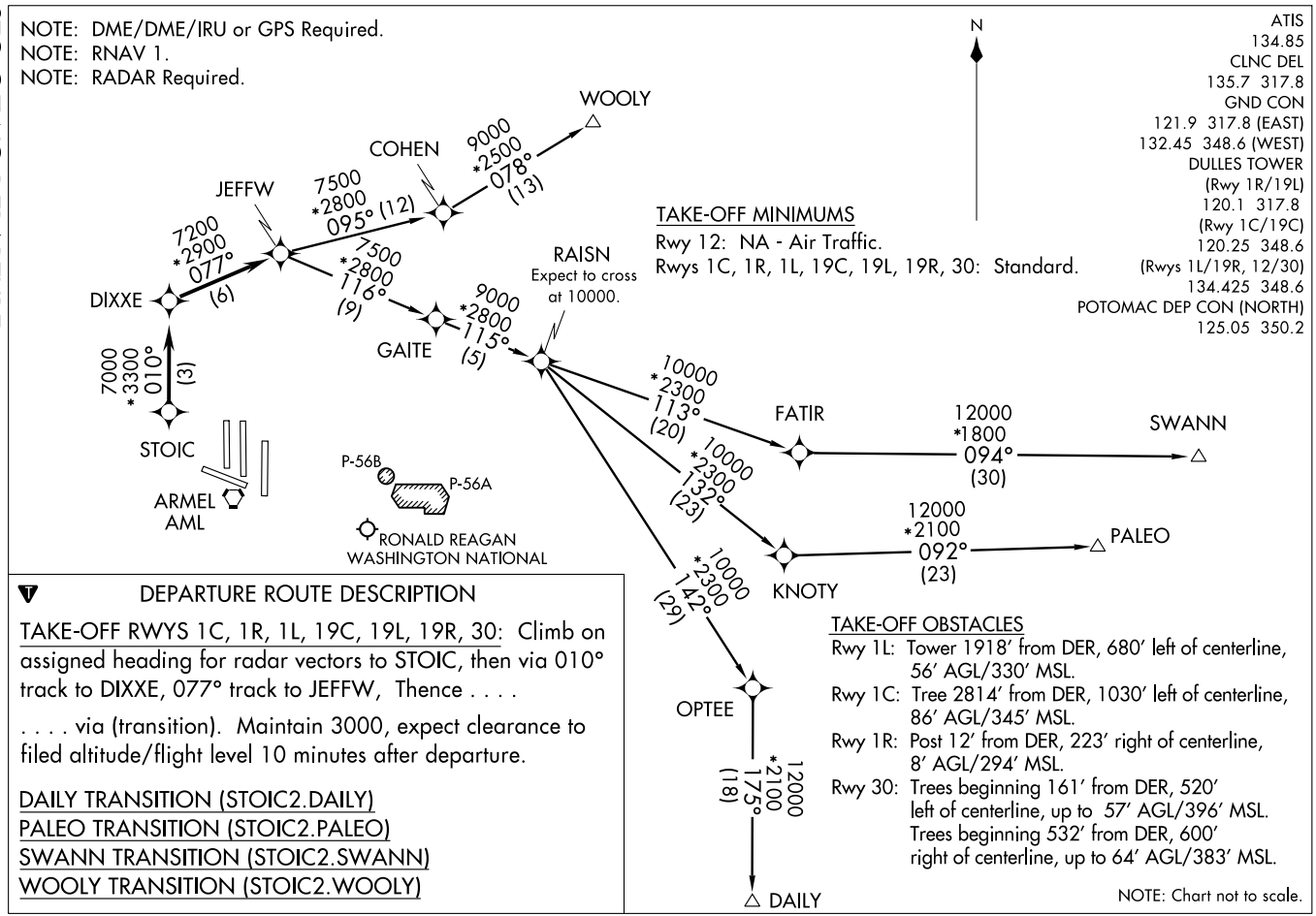
SHNON TWO ARRIVAL (RNAV)

(SHNON.SHNON2) 09183

ST-5100 (FAA)

WASHINGTON, DC

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.



ATIS
134.85
CLNC DEL
135.7 317.8
GND CON
121.9 317.8 (EAST)
132.45 348.6 (WEST)
DULLES TOWER
(Rwy 1R/19L)
120.1 317.8
(Rwy 1C/19C)
120.25 348.6
(Rwys 1L/19R, 12/30)
134.425 348.6
POTOMAC DEP CON (NORTH)
125.05 350.2

TAKE-OFF MINIMUMS
Rwy 12: NA - Air Traffic.
Rwys 1C, 1R, 1L, 19C, 19L, 19R, 30: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 1C, 1R, 1L, 19C, 19L, 19R, 30: Climb on assigned heading for radar vectors to STOIC, then via 010° track to DIXXE, 077° track to JEFFW, Thence

. . . . via (transition). Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

DAILY TRANSITION (STOIC2.DAILY)
PALEO TRANSITION (STOIC2.PALEO)
SWANN TRANSITION (STOIC2.SWANN)
WOOLY TRANSITION (STOIC2.WOOLY)

TAKE-OFF OBSTACLES
Rwy 1L: Tower 1918' from DER, 680' left of centerline, 56' AGL/330' MSL.
Rwy 1C: Tree 2814' from DER, 1030' left of centerline, 86' AGL/345' MSL.
Rwy 1R: Post 12' from DER, 223' right of centerline, 8' AGL/294' MSL.
Rwy 30: Trees beginning 161' from DER, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from DER, 600' right of centerline, up to 64' AGL/383' MSL.

NOTE: Chart not to scale.

VORTAC AML	APP CRS	Rwy Idg 10501
113.5	120°	TDZE 310
Chan 82		Apt Elev 312

VOR/DME or TACAN RWY 12

WASHINGTON DULLES INTL (IAD)

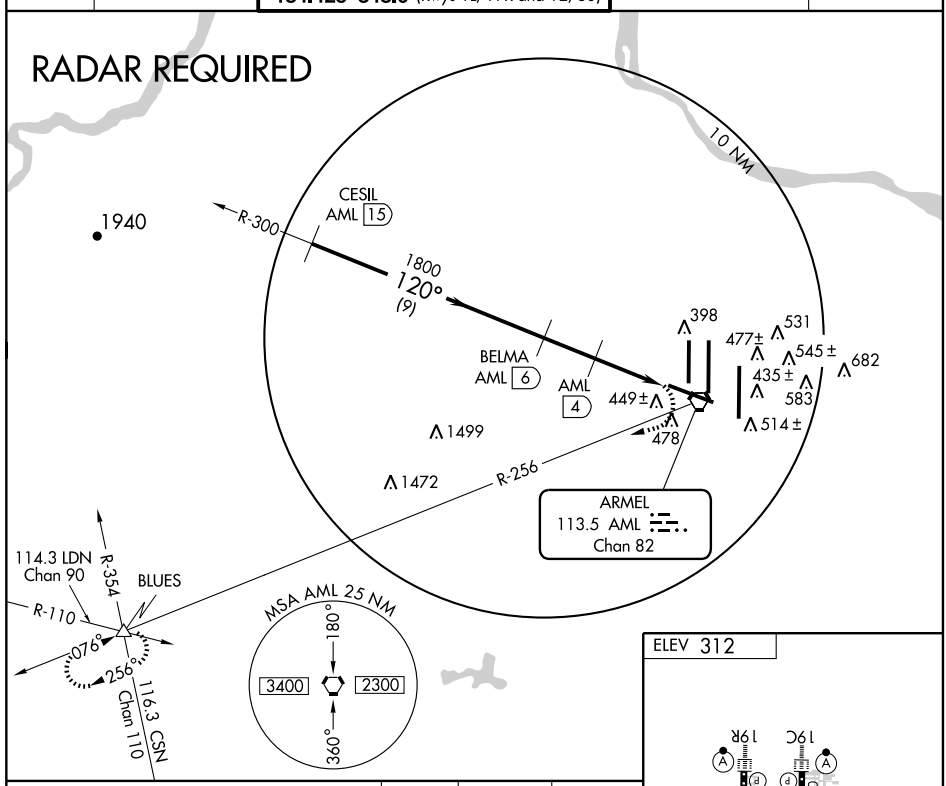
For inoperative MALSR, increase S-12 Cat D visibility to 1¼ mile.

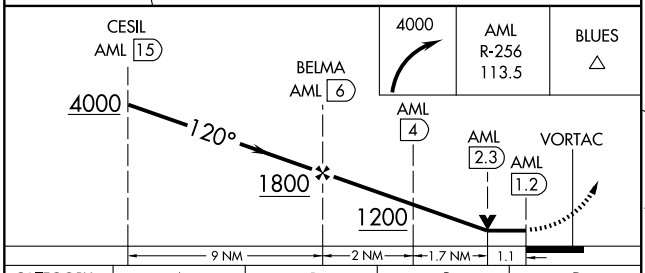
MALSR

MISSED APPROACH: Climbing right turn to 4000 via AML R-256 to BLUES INT and hold.

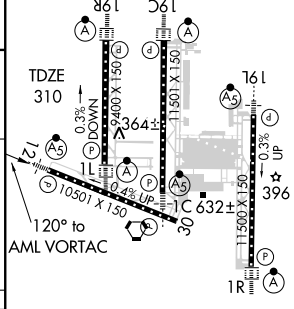
ATIS	POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
134.85	120.45 306.925	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 132.45 348.6 (WEST)	135.7 317.8

RADAR REQUIRED





CATEGORY	A	B	C	D
S-12	700/24 390 (400-½)			700/50 390 (400-1)
CIRCLING	820-1 508 (600-1)		840-1½ 528 (600-1½)	880-2 568 (600-2)



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3. 03 JUN 2010 to 01 JUL 2010